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Scale AVIATION Modeller International

NEW TSR.2 1/48 TEST SHOT BUILT

The Right Stuff

TF-104 Starfighter

Twin-seater

Modellers Profile
No 18
The Right Stuff
Japan
4-20

1/48 Mosquito
New tool preview

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in association with HobbyLink Japan

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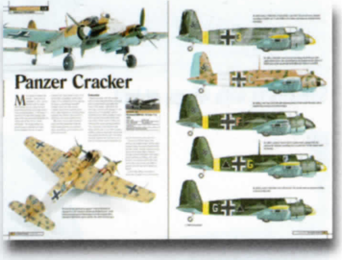

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Editorial

Scale Model Universe

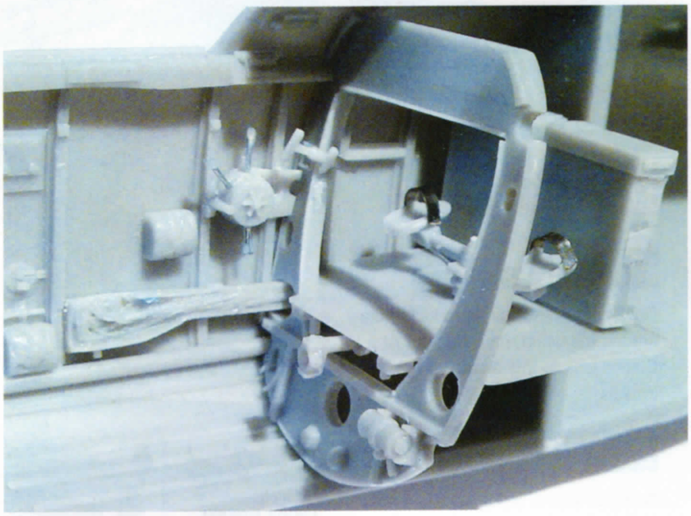
No surprises for guessing what this month's editorial concerns. Scale Modelworld came and went at Telford, and what an event it was. This year, without a deadline to work to the day after the show finished, the *SAMI* editorial team were able to sit back and – to a certain extent – enjoy the show. I don't know if it was just this unexpected opportunity to wallow in the ultimate modellers' fleshpot, but it seemed somehow bigger, better, busier, and overall more splendid than ever before.

Of course we were working too – meeting contributors, readers, reviewers, and manufacturers, talking constantly to at least three people at once, as well as occasionally pitching in as sales staff, although the First Lady seemed to have matters well in hand in that department, so we were able to move about the halls at will, not only going about our vital business, but also defying the credit crunch with some heavy duty shopping.

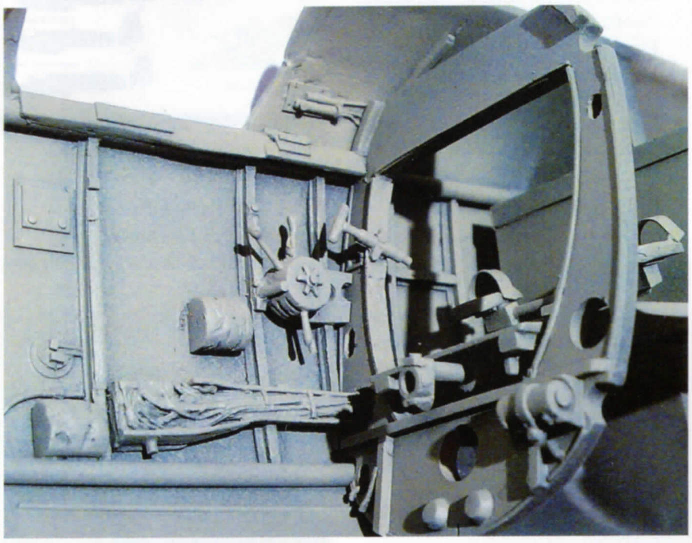
Most of last month's 'What If' predictions came true. Mr. David Francis was only removed from the vicinity of Revell's astonishing Ju 88 by the sudden appearance of a 1/16 King Tiger tank at Ted Taylor's next door. Group Editor Neil Robinson spent more on books than even he was expecting, and a trio of *MAM* contributors had to help him load them out at the end of the show. He also flew the company flag at the IPMS dinner, while Yours Truly was having an early night with the chassis and running gear of a Dragon Panzer Ia, and I am advised that his flamboyant red braces caused a considerable stir among the sober and respectable gentlefolk present.

But it's not all been tanks and armour! An exit has been found from the editorial colander, and even as this issue goes to print, the wings are setting on a particularly nice project which I hope to feature in these pages before too long. Added to this, the DACO Starfighter decals finally showed up and, thanks to Model Alliance, a whole host of new projects are gathering on the horizon in 1/144.

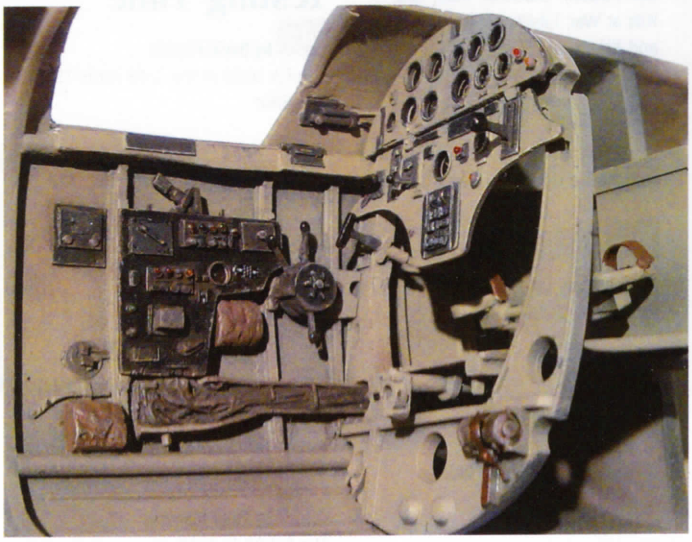
There is quite literally nothing like the Telford show in the world, and while I have been privileged to enjoy E-Day, MAFVA, the US Nats, Nuremberg Toy Fair, and a host of other shows in a professional capacity, the sheer scale of the event, and the quality and variety of the modelling it represents is simply stupendous. Where else can you see such an assembly of intricately planned club displays – and where else would the Phantom chaps have found the space for 541 1/72 models?



Something with wings, at last



Try not to drench it in superglue



And don't let those washes get out of control…

So, thanks then to IPMS UK, and congratulations to all who organised it; in particular to Richard Kent, Andy Scott and Rob Monfea, but also to all the many volunteer members who helped out with arrangements and stewarding over the weekend. Your Editor, having worked in event support on the Yorkshire Showground in a previous life, is no stranger to the problems and complications involved in getting a large amount of people into, and out of a large exhibition centre, in an environment where one cannot even break wind without a St John's Ambulance man on hand in case of ignition. Traffic management and health and safety issues can become insurmountable in the face of red tape and over-stressed people in a hurry - 'But I'm an exhibitor!,' I well recall the anguished cry from red-faced farmers trying to park horse boxes diagonally across the disabled access - but all seems to have passed off without incident. Partially thanks, no doubt, to the fine manners and sense of kinship that prevail across the modelling community, but also to the commitment and hard work of the IPMS volunteers.

Watching these people performing their duties before, during, and after the event, while we drifted around the halls for two days at someone else's expense, made me realise what an idle bunch of drones we editors truly are, so if any of the show organisers ever find themselves in the same bar as the Group Editor, I would like to volunteer him to buy them a drink. Of course you will have to catch him first.

● SAMI

Gary Hatcher
Editor, Scale Aviation Modeller

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News

It will come as no surprise to readers to learn that the aftermath of Scale Modelworld has permeated through the pages of the magazine, and left a visible film of new product all across the front half. Telford is always a big occasion for us, and represents an opportunity for manufacturers and traders to pass on new product to us in person, and this year we received an astonishing amount of material, and this is reflected in the product coverage pages. Thanks to everyone who brought us material for review – and indeed to everyone who continues to support the magazine in this fashion. Remember, if you take the time to pass on items and news, we'll take the time to cover it in these pages, and while we spend a lot of time compiling News reports, sometimes if you don't tell us, we won't know.

While Telford is the traditional home of the domestic industry, with companies like Aeroclub and Matador being part of the furniture, it is always a pleasure to see the mainstream joining the party, and both Revell and Airfix put on excellent displays this year, with plenty of test shot sprues and built up examples of future releases on show. Revell in particular will have made a great many people happy by allowing a test shot of the 1/32 Ju 88 to find its way into Mr.Ted Taylor's hands, and this was on display partially built, allowing fascinated modellers to enjoy the spectacular detail of the cockpit in close up. Just imagine what that is going to look like painted and assembled!

The Airfix TSR.2, of course, was a talking point, and we are grateful to Mr. Trevor Snowden for the opportunity of presenting it in these pages – and to Associate Editor David Francis for omitting sleep, meals, and other occasionally necessary functions to get it built in time. The Editor did suggest he paint it in the spectacular Swedish splinter scheme offered on the Xtradecals sheet, but the response was unprintable. Anyhow, top marks. Maybe we'll see another such to be built up at Bolton this year?

We also have the exquisite Revell 1/48 Mosquito shots in hand, so look forward to this, and much, much more over the coming months as the industry carries on regardless.

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MONTHLY PRIZE DRAW

Subscribers' Monthly Prize Draw
December 2008
Mr Garcia, France – Kit
Mr Di Nucci, UK – Kit
Mr Collarafi, Italy – Kit

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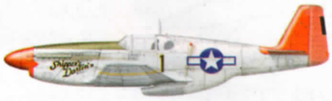
Bucking Trends

ACCURATE MINIATURES



Accurate Miniatures' re-emergence continues apace, and this month sees the return of their very well respected 1/48 early Mustang, in the shape of the P-51B *Tuskegee Airmen* boxing (#0012/US$34.99). This kit features markings for aircraft flown by Capt. Andrew 'Jug' Turner and Lt. Spurgeon Ellington, both of 100 FS/332 FG.

Also marked up for future release are the F-6C Mustang (#0014/US$34.99), in the guise of Capt. Chuck Kinyon's *Hun Flusher*, of 12 TRS/10 TRG, and the 9th AF kit (#0011/US$34.99), which covers the well-known *Bonnie B*.

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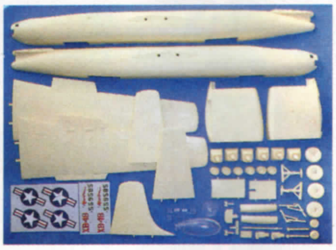
48 Crash

ANIGRAND



A very exciting release in 1/72 from Anigrand this month, in the shape of a 1/72 resin kit of the Martin XB-48 (#2084/US$118), an early contender for SAC, that competed unsuccessfully against the B-47. Clear resin canopy parts and decals are included.

Anigrand say:

'In 1944, with the success of the Ar 234 jet bomber, the USAAF became aware of enemy advances in the field of jet-powered aviation. The war department issued a requirement for a new jet bomber powered either by J35 or J47 engines. Martin submitted the Model 223, and was awarded a contract for two prototypes, which were designated XB-48. Other designs in the competition included the North American XB-45, the Convair XB-46 and the Boeing XB-47.

In 1946 the USAAF needed a jet bomber in service urgently, and chose the flight-tested B-45 as the winner. The XB-47 and XB-48 were deferred until they had been tested, and the first XB-48 made its maiden flights in 1947, but engine difficulties caused delays in development. In 1948, the XB-48 lost to the Boeing XB-47 in a fly-off, as the XB-47 with its swept wing had much better performance.

Flight tests of the XB-48s continued until the end of the program in late 1949.'

● SAMI

Making Marauders

VALOM

Valom have moved into the accessories business, with a bomb bay detail set for their recent Hampden kit (VALDSV01/£TBC).

On the kits front, two more Marauders are due out, these being the Martin B-26 Marauder 22nd BG (#72043/£TBC) and Martin B-26 Marauder Torpedo Bomber (#72044/£TBC). These will be joined, also in 1/72, by the Northrop BT-1 1942 (#72046/£TBC).

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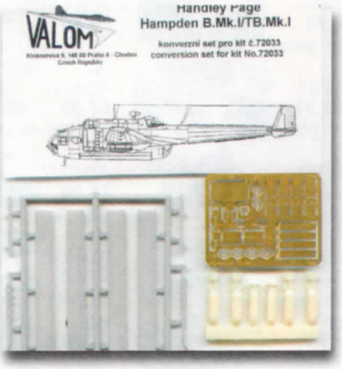
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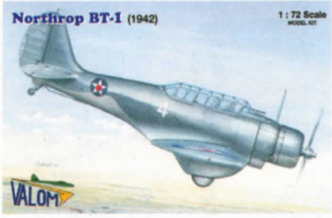
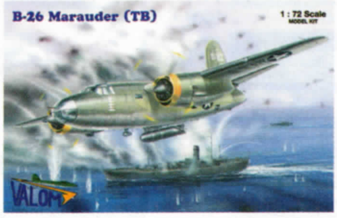
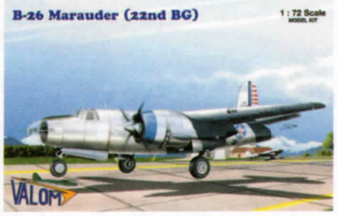
konverzni set pro kit č.72033
conversion set for kit No.72033





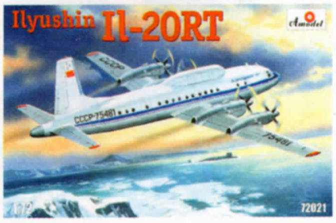


Call it a Coot

AMODEL

The next large Soviet project from AModel will be the Ilyushin Il-20RT (#02172/£TBC). Not, of course, the weird ground attack prototype from 1948, but a naval ELINT variant of the Il-18 turboprop airliner.

● SAMI

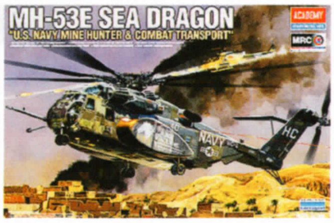


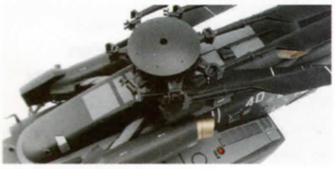
Enter the Dragon

ACADEMY

We have been very pleased to receive some early copies of Academy's exciting new releases, thanks to UK importers Toyway. The new-tool 1/48 Raptor – which has been doing the rounds of the toy fairs for the last twelve months – is examined elsewhere in this issue. It has been joined on the shelves by a revised tooling of the earlier Sea Stallion, now available in the guise of a MH-53E Sea Dragon (#12703/£TBC). The MH-53E is used primarily for Airborne Mine Countermeasures (AMCM), with a secondary job of shipboard delivery, although in Iraq it is being used in the combat assault role. Additional mission capabilities include air-to-air refuelling, hover in-flight refuelling, search and rescue, and external cargo transport operations, in both land and seaborne environments. The MH-53E is heavier than the CH-53E Super Stallion, from which it is derived, and has a greater fuel capacity. The Sea Dragon is capable of carrying up to 55 troops or a 16-ton payload, and can tow a variety of mine-sweeping countermeasures systems, including the Mk 105 minesweeping sled, the ASQ-14 side-scan sonar, and the Mk 103 mechanical minesweeping system

● SAMI


MH-53E SEA DRAGON
"U.S. NAVY MINE HUNTER & COMBAT TRANSPORT"
ACADEMY
MRC
NAVY
HC

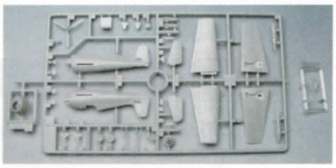


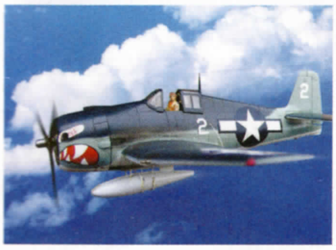
Cats Whiskers

PLATZ

Why, oh why, are Platz and Sweet Models' incredible little 1/144 kits not generally available in the UK? We get ours from HLJ, and each new release is on backorder almost as soon as it winks into existence. Latest up from Platz is the F6F-3 Hellcat (#15/£TBC) in a boxing featuring two kits, and three markings options, so your Sweet Wildcats will now have some company. This, we are advised, is an all-new tool, and not a repackaged *Gashapon*.

● SAMI





'The strongest link...'

HobbyLink JAPAN

This month sees the latest Modellers Profiles in association with HobbyLink Japan. This month's profile is devoted to the Lockheed TF-104 Starfighter.

The Modellers Profile is unique in catering specifically to the needs of modellers – providing build reviews, historical data and lists of currently available kits, accessories and decals. All these elements are not often found together.

The scale plans and colour profiles are prepared by respected artists and expert aviation historians, and the colour profiles are chosen to assist the active modeller looking for inspiration.

We will be looking at a wide variety of kits and products to compile the series, and this makes HobbyLink Japan the ideal partner.

Modellers Profile
No 18
The Right Stuff

NEW IN JANUARY

At a Glance

Once again the industry has been putting out products at a rate of knots, and we have been treated to another generous batch of kit releases, from both the mainstream and more esoteric manufacturers. Highspots this month for many seem to be the Trumpeter Lightning and the unexpected arrival of Xtrakit's Sea Harrier FA.2. This latter took us by surprise at Telford, although so many people have subsequently told us that they knew it was happening that it would not surprise us now if our own grandmothers phoned us up and told us the top secret schedule for Trumpeter's releases in 2009. Recession? Depression? Keep lining those lofts!

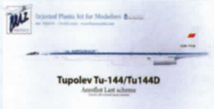
KF-16C
FIGHTING FALCON

IL-2 STORMOVIK

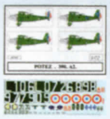
A Model	#02772	1/72	BTS-02 space shuttle	£175.99
A Model	#72164	1/72	I-16 type 6 on skis with PC-82	£7.70
A Model	#72179	1/72	Yak-50 and Yak-52 - Flieger Revue Display Team	£13.75
Academy	#12417	1/72	Il-2 Stormovik	£9.99
Academy	#12418	1/72	Lockheed Martin KF-16C Korean Air Force	£14.99

VICKERS WELLINGTON Mk1A/1C

Airfix	#05037	1/72	Vickers Wellington Mk IA/IC	£10.99
Airfix	#50029	1/72	RAF 90th Anniversary Set	£29.99
Anigrand Craftswork	#4022	1/144	Antonov An-22 Antei	£102.40
Anigrand Craftswork	#7283	1/72	Consolidated B-32 Dominator	£81.70
AZ Models	#72040	1/72	Hawker Audax Mk I	£15.80
AZ Models	#72056	1/72	V.L.Trapetsi PYRY PY-24	£15.80
AZ Models	#72057	1/72	Hawker Hurricane Mk I Early RAF	£14.30
AZ Models	#72058	1/72	Hawker Hurricane Mk I Early Yugoslavia/Poland	£14.30
AZ Models	#72059	1/72	Hawker Hurricane Mk I Early Finland	£14.30



Bra.Z Models	#4529	1/144	Tupolev Tu-144/Tu-144D Aeroflot	£95.99
Bra.Z Models	#4530	1/144	Tupolev/NASA Tu-144LL SST Flying Laboratory	£95.99
Classic Airframe	#4150	1/48	Fokker D.XXI	£34.99
Czechmaster	#5028	1/72	Bell L-39-1	£17.99
Czechmaster	#5029	1/72	Bell P-63D-1	£17.99


POTEZ . 390. A2.

1/72
POTEZ . 391. A2.

GROB . G.115 E Tutor 1.

Dujin	#72009	1/72	Potez 390 A2	£32.30
Dujin	#72083	1/72	Socata TB.30 Epsilon	£28.30
Dujin	#72280	1/72	Potez 391 A2	£32.30
Dujin	#7253	1/72	Grob G.115 A/B	£25.25
Dujin	#7254	1/72	Grob G.115E Tutor 1	£25.25

F-RSIN
Fokker 27-500 Air France n/c

F-RSIN
D-ADHP
PP-CBI

Eduard	#8202	1/48	Messerschmitt Bf 110D	£31.40
Eduard Weekend	#8437	1/48	Albatros D.III	£12.55
Eduard Weekend	#8461	1/48	Lavochkin La-7	£12.55
F-rsin	#4406	1/144	Dassault Mercure Air Inter	£47.99
F-rsin	#4469	1/144	Fokker 27-500 Air France	£36.50
F-rsin	#4474	1/144	F27-100 Aer Lingus	£36.50
F-rsin	#4475	1/144	F27-200 British Midland Airways	£36.50
F-rsin	#4481	1/144	F27-200 British Midland Airways	£36.50
F-rsin	#4482	1/144	Focke-Wulf 200 Condor Deutsche Lufthansa	£36.50
Golden Age	#7201	1/72	Bell X-2	£12.99

continued over...

NEW IN JANUARY

...continued

Hobbycraft	#1320	1/72	CF-100 Mk.IV	£8.99
Hobbycraft	#1354	1/72	DHC-3 Otter	£7.99
Hobbycraft	#1613	1/48	F7U-3/3M Cutlass	£21.99

MACH 2
BELL X-5
All Plastic Scale Model
1/72

MAGNA MODELS
SHORT SA4 SPERRIN

Cessna 182
1/72

Mach 2	#7242	1/72	Bell X-5	£17.99
Magna Models	#7291	1/72	Short SA4 Sperrin	£89.99
Magna Models	#7293	1/72	Tomashevich I-110	£18.99
Omega Models	#72361	1/72	Hispano Suiza E-30	£36.50
Omega Models	#72370	1/72	Cessna 182 Czech	£38.80
Omega Models	#72371	1/72	Cessna 182 Mexico	£38.80
Omega Models	#72374	1/72	Fokker V.41 (D.X prototype)	£43.20
Omega Models	#72376	1/72	Fokker F.VI (Pw-5 prototype)	£43.20

Revell
easykit
A-10 Thunderbolt

HOBBY
Fairey Albacore Mk.II

HS-129 and Kfz. 305
3 Tons Truck
1:48

Revell	#5617	1/48	PBY/OA-10A Catalina	£29.50
Revell	#6632	1/100	F-15 easykit	£6.99
Revell	#6633	1/100	A-10 easykit	£6.99
Revell	#6634	1/100	Kamov Hokum easykit	£6.99
Revell	#6635	1/100	EC-135 Police easykit	£6.99
RVHP	#4844	1/48	Let C-11/Jak-11	£54.40
Sky High	#7223	1/72	Turbo Mentor T-34C	£6.99
Special Hobby	#48073	1/48	Fokker D.XXI IV Sarja	£22.50
Special Hobby	#48079	1/48	F2G-1/2 Super Corsair USN	£23.40
Special Hobby	#48084	1/48	Fairey Albacore Mk II	£34.20
Special Hobby	#RK001	1/48	Focke Wulf Fw 190A-6 Hajo Herrmann	£49.99
Supermodel	#10502	1/48	Henschel Hs 129 and Opel Blitz	£19.99

TAMIYA
MITSUBISHI A6M5 5a ZERO FIGHTER

Su-15 UM Flagon-G

BAe HERTI
HERTI

Tamiya	#61103	1/48	Mitsubishi A6M5/5a Zero (Zeke)	£26.99
Trumpeter	#01625	1/72	Sukhoi Su-15UM Flagon G	£15.99
Trumpeter	#01654	1/72	EE Lightning F.2A/F.6	£16.99
Unicraft	#7288	1/72	BAe HERTI UAV	£27.99

Welsh Models 1/72
Military Transport Range
Royal Australian Air Force

XTRAKIT
1/72
Sea Harrier FA.2

Welsh Models	#076P	1/144	Convair CV-990A Coronado Spantax	£36.45
Welsh Models	#7201	1/72	Boeing 737-7ES AEW Wedgetail RAAF	£89.30
Xtrakit	#72016	1/72	Sea Harrier FA.2	£11.99
Zvezda	#7270	1/72	Mil Mi-26	£17.99

Plane in Spain

ICM

According to ICM, their attractive newly-tooled Heinkel He 70F-2 (#72231?£TBC) is available now. This comes with a clear instrument panel piece, full detail in cockpit and wheel wells and options for two aircraft, one from the Condor Legion, and one Spanish nationalist machine.

We're not supposed to mention these grey things with wheels, but if anyone fancys a Krupp Protze in 1/72, they have one out soon. Pass it on...

● SAMI

MODEL KIT No 72231
He 70F-2
ICM
Spanish Air Force Reconnaissance Plane
1:72

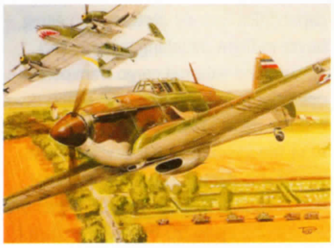
Hurri Flurry

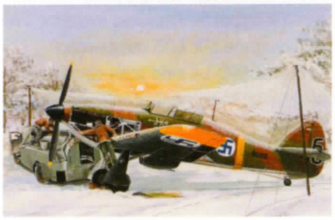
AZ MODELS

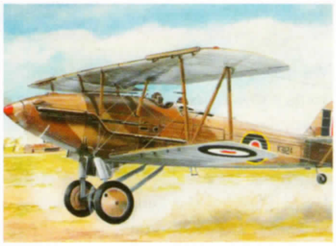
As previously discussed, AZ have a trio of early mark Hurricanes out in 1/72. These, presumably, will follow the customary format of injected parts with etched details, and attractive and well-designed decal sheets. Is it too much to hope that with attention focused on the type a dedicated Sea Hurricane Ib might eventually materialise, complete with hook, spools and decals for lots of *Pedestal* machines? A fellow can dream.

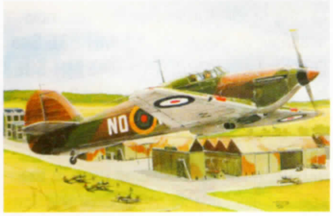
New releases are as follows:

- Hawker Audax (#7240/£15.80)









- Hawker Hurricane Mk I early, RAF (#7257/£14.30)
- Hawker Hurricane Mk I early, Yugoslavia, Italy and G-AFKX (#7258/£14.30)
- Hawker Hurricane Mk I early, Finland (#7259/£14.30)

These kits will make a major contribution to a lot of modellers' collections, and the scope and variety offered by AZ is impressive. One can only wonder what their hands will turn to next.

● SAMI

Wing Span

PACIFIC COAST MODELS

PAC's Fiat G.55 serie 1 (#32007/£TBC) is the next big kit from this source. UK importers Cammett had kits at Telford and it's a beauty.

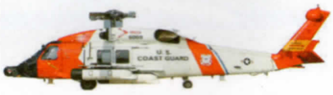
Next up, by all accounts, will be a Focke-Wulf Ta 152H-1(#32008/£TBC), which promises to be a popular move, and if you have been watching their big Spitfires, Cammett are making a conversion set to make the PAC Spitfire Mk IXe into a Mk XVI version. Griffons next, we beseech you.

● SAMI

Rotor Rule

HOBBYBOSS

Helicopter fans are getting a double dose of the good stuff from HobbyBoss at the moment, and this has just been made even sweeter with the addition to the pending pile of a couple of HH-60 variants. With the Lynxes definitely in sight, and Hueys and Cobras swarming, only the Wessex, and its far flung family, seems to be neglected – unless they want to go for a Wasp... Now there's a holy grail we haven't pursued for a while. Wasps, injected Wasps in every scale! Surely the day cannot be far removed?



- 87224 AH-1F Cobra Attack Helicopter
- 87225 AH-1S Cobra Attack Helicopter
- 87226 Mil Mi-4A Hound A
- 87230 UH-1F Huey
- 87237 Royal Navy Westland Lynx HAS.3
- 87239 German Navy (Bundesmarine) Westland Lynx Mk 88
- 87233 HH-60H Rescue Hawk (Late Version)
- 87235 HH-60J Jayhawk

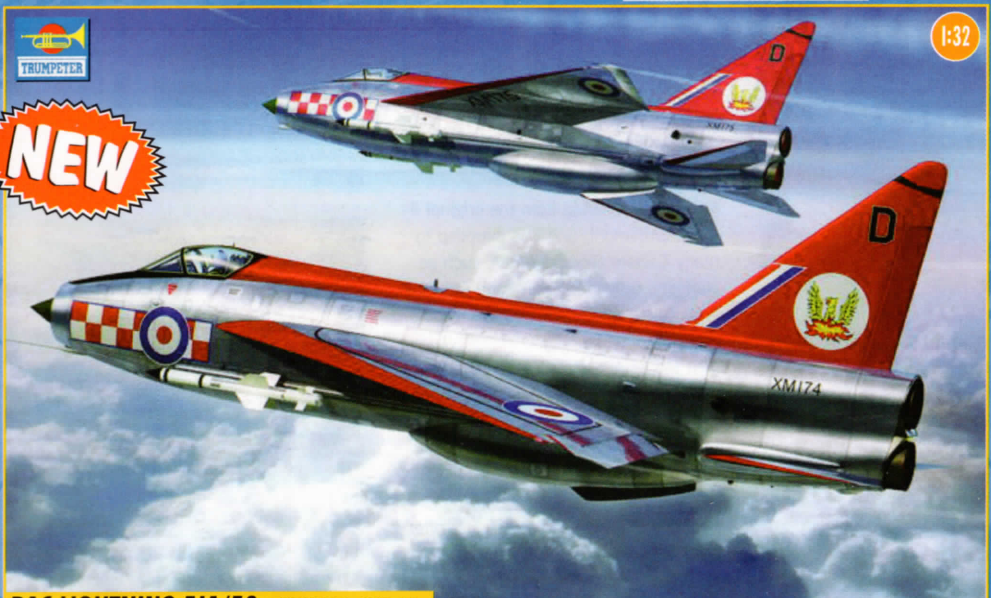
Seriously, I know we rattle on from time to time about implausible bankruptcy-inducing kits of aircraft only three people want to build, but the Wasp is such a pretty little thing...

● SAMI

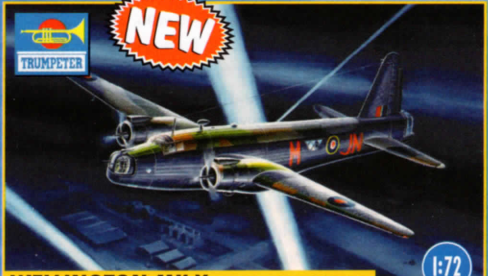
TRUMPETER KITS MODELLING ON A MASSIVE SCALE!

TRUMPETER

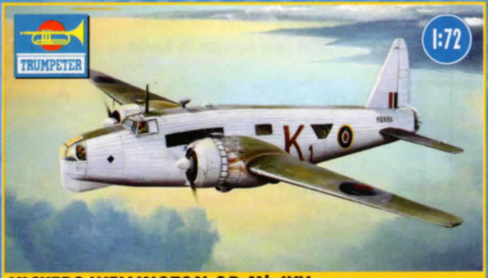
AVAILABLE IN ALL GOOD MODEL SHOPS



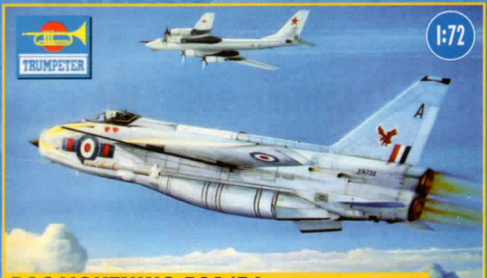
BAC LIGHTNING F.1A/F.3 TM02280 £97.98



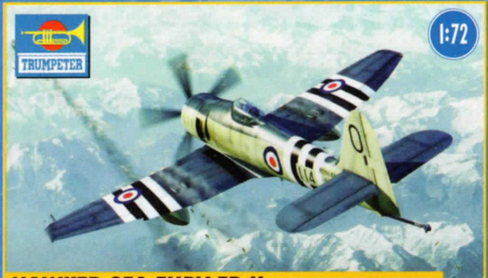
WELLINGTON MK X TM01628 £24.98



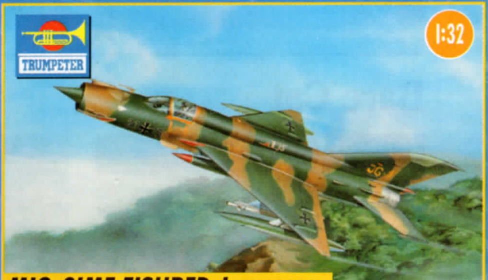
VICKERS WELLINGTON GR Mk IXV TM01633 £21.99



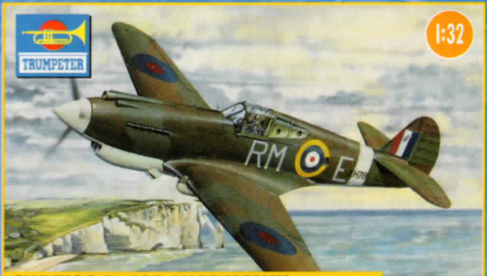
BAC LIGHTNING F.2A/F.6 TM01654 £16.99



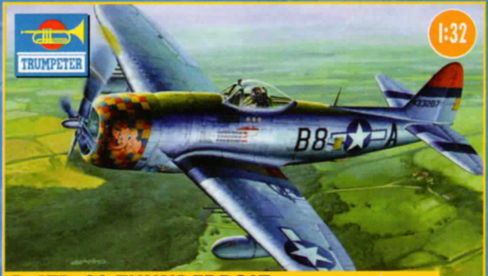
HAWKER SEA FURY FB.II TM01631 £12.99



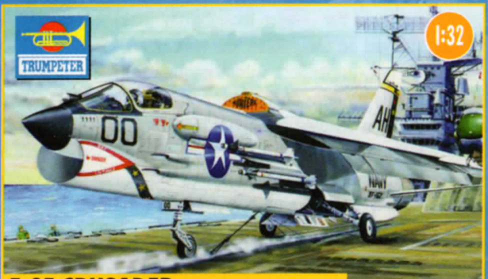
MIG-21MF FISHBED J TM02218



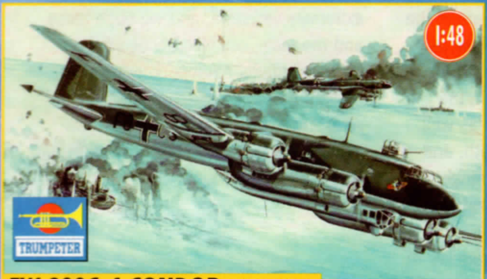
CURTISS P-40B WARHAWK TM02228



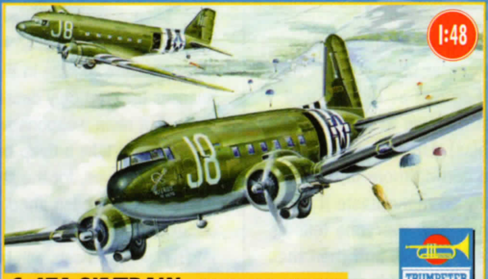
P-47D-30 THUNDERBOLT TM02264 £69.98



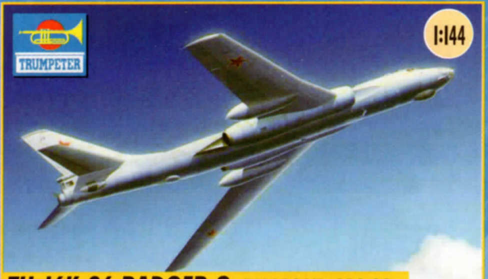
F-8E CRUSADER TM02272 £64.99



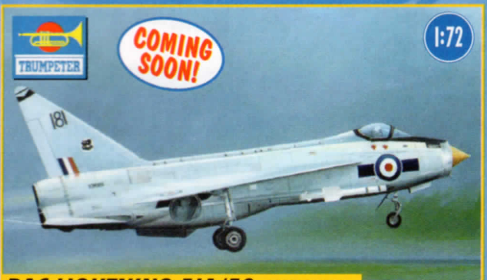
FW 200C-4 CONDOR TM02814



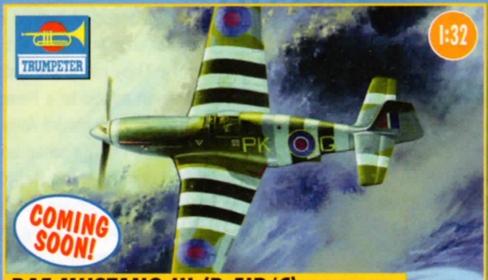
C-47A SKYTRAIN TM02828 £64.99



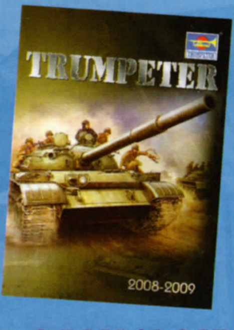
TU-16K-26 BADGER G TM03907 £18.99



BAC LIGHTNING F.1A/F.2 TM01634



RAF MUSTANG III (P-51B/C) TM02283



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UK residents only.
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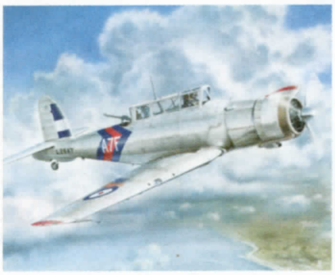
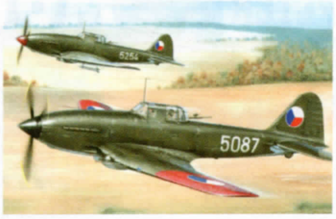
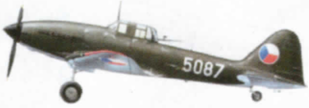
Bring on the Beast

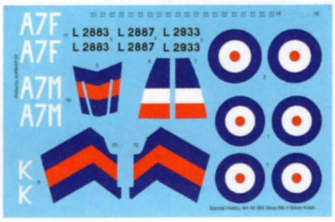
MPM

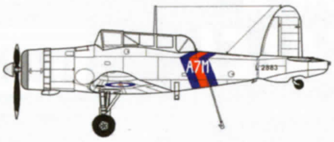
We are never quite sure who is who, and who is promoting what from which angle, as press releases for MPM, CMK, Special Hobby, Azur and Planet all seem to come in together. Not that we really care, as long as the output continues to be as varied, interesting, and excellent. Some new Special Hobby releases notified by MPM include the 1/48 Avia B-33, the Czechoslovakian built Il-10 (#48047/£29.99). Ilyushin's Il-10 replaced its famous predecessor, the Il-2 Shturmovik shortly before the end of WW2. The type saw service in Korea and was a stalwart Cold War defender in Eastern Europe. During the 1950s the aircraft was license built in Czechoslovakia under the designation Avia B-33, differing from the original Il-10 in armament, and was supplied to many Eastern Bloc countries, such as Hungary, Bulgaria, Poland and Romania, and also to Yemen. NATO gave it the codename 'Beast.'

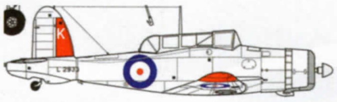








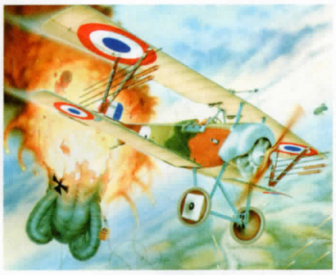


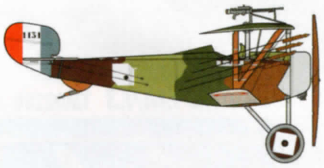


If Model Alliance's Wings and Waves book has fired your imagination, then the next reboxing of the 1/48 Blackburn Skua will be right up your street. Blackburn Skua Mk II 'Silver Finish' (#48085/£TBC) is focused on the aircraft's inter-war service. Decals offer three machines in silver. While on the subject, if anyone has details of a silver Skua coded A, with a black fin and wingtips, possibly operating in the South Atlantic at the end of 1939, the Editor would dearly like to hear from you. He has, of course, no time to do anything about it, but can gaze wistfully at the unbuilt kit and imagine what it will look like one day.

Finally, in 1/32, we can expect the Nieuport Nie 16 Lafayette (#32030/£TBC).

● **SAMI**

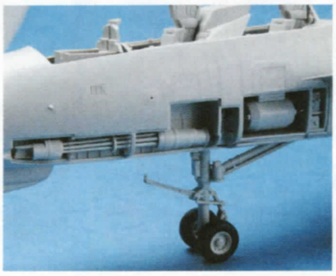




Bare Cat

TRUMPETER

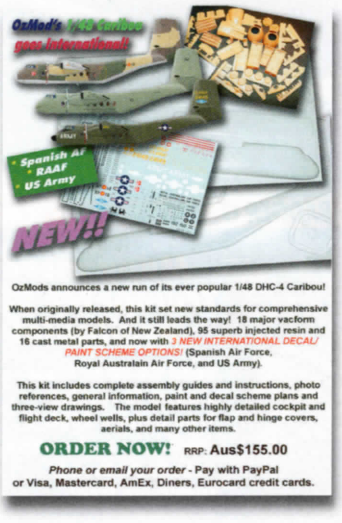
Early one morning, a flash report headed 'New Trumpeter' came through from Sorge while the Editor was having his marmalade on toast. Bleary-eyed and tousled, as it was barely 10.00am, he surveyed the images thoughtfully. They showed an assembled test shot of an aircraft, unpainted, minus canopy, but clearly an item of some import. 'What is it? He mumbled through a mouthful of toast. 'A Tornado?' A strangled gasp of horror greeted this faux pas as the highly placed mole, risking everything to pass on sensitive information, recoiled at the thought that his suave boss cannot tell the difference between an F.3 and an F-14 without its clothes on – even in 1/32. Shocking!



● **SAMI**

Deer Here

OZMODS


OzMod's 1/48 Caribou goes International!
• Spanish AF
• RAAF
• US Army
NEW!!

OzMods announces a new run of its ever popular 1/48 DHC-4 Caribou!

When originally released, this kit set new standards for comprehensive multi-media models. And it still leads the way! 18 major vacform components (by Falcon of New Zealand), 95 superb injected resin and 16 cast metal parts, and now with *3 NEW INTERNATIONAL DECAL/ PAINT SCHEME OPTIONS!* (Spanish Air Force, Royal Australain Air Force, and US Army).

This kit includes complete assembly guides and instructions, photo references, general information, paint and decal scheme plans and three-view drawings. The model features highly detailed cockpit and flight deck, wheel wells, plus detail parts for flap and hinge covers, aerials, and many other items.

ORDER NOW! RRP: **Aus$155.00**

Phone or email your order - Pay with PayPal or Visa, Mastercard, AmEx, Diners, Eurocard credit cards.

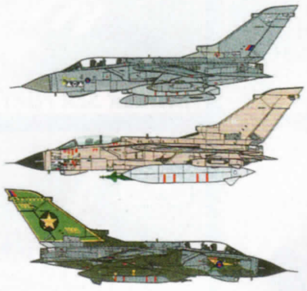
Things come in different sizes from Ozmods. Firstly, that little 1/144 BAe Hawk sold out so fast at Telford, that we didn't even manage to bag a sample (boo hiss). UK importers Freightdog are getting more in, but demand is lusty so make haste if you want one. Funny how everyone tells us 1/144 is not a big draw, and then the slightest whiff of a new kit and they are gone in a blur. I mean, have you even seen a Platz F-8 yet?

At the other end of the scale, the 1/48 DHC-4 Caribou has been re-released. Major parts are vacform, with a mass of resin and metal components and details, and the three decal options offer RAAF, Spanish Air Force, and US Army. Available from OzMods for Aus$155.

● **SAMI**

Scaling Down... pretty much everything!

MODEL ALLIANCE



Imagine our astonishment and delight on finding out that Model Alliance are going to provide us with some of those crucial 1/144 bits and pieces, the lack of which has been holding things up for far too long. Most readers will be aware of the quality of their output, so it gives us great pleasure to note in their future releases lists not only decals in the scale, but resin weapons sets as well.

Sit down, take a deep breath, and brace yourselves, for the seemingly impossible has been announced as about to happen.

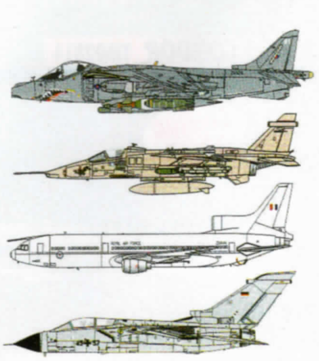
The weapons sets will be familiar to some readers, as they were mastered by Paul Lucas, and the Editor had them on the *SAMI* stand at Telford a year ago, and was extolling their virtues to all and sundry. They really are quite remarkable, and when added to a Revell kit, and decorated with model Alliances decals, something really special will be on the table. Looking at the Raptor pods and Storm Shadow cruise missiles, we seriously doubt anything this good will have been seen in 1/144 before.

Three sets are due: SCS-601 is the Operation Telic set, SCS-602 is Desert Storm, and SCS-603 covers RAF and NATO weapons in the 1970s and 80s. All sets retail at £10.00, and we have seen most of these pieces, and can vouch for their quality. As for the decals, coming from this source they will no doubt vouch for themselves.

Sheets announced so far have been MAO-800, *RAF Aircraft in Operation Telic*, MAO-801, *RAF in Desert Storm*, MAO-802, *RAF Transport Command*, and MAO-803, entitled *Afghanistan Selection*, and including an as yet unspecified choice of aircraft operating in the War on Terror. Artwork shows a German Tornado ECR, so who knows what the rest may be?

The Transport Command sheet will be extremely welcome, and we hope these, and the resin, sell well enough to convince Model Alliance to extend the range – perhaps tanker parts for the Airfix Tristar would go nicely with the decals? We await developments with barely disguised glee.

● **SAMI**



MODEL KITS FROM AROUND THE WORLD

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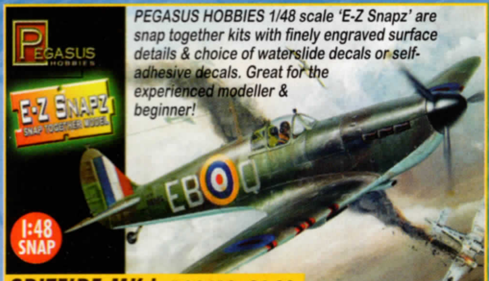
PEGASUS HOBBIES
E-Z SNAPZ SNAP TOGETHER MODEL
1:48 SNAP

PEGASUS HOBBIES 1/48 scale 'E-Z Snapz' are snap together kits with finely engraved surface details & choice of waterslide decals or self-adhesive decals. Great for the experienced modeller & beginner!

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GLENCOE MODELS
1:96
Capital Airlines

B.E.A. & Capital Airlines

VICKERS VISCOUNT GL5501 £11.99

PEGASUS HOBBIES
E-Z SNAPZ SNAP TOGETHER MODEL
1:48 SNAP

HURRICANE MK I PG8411 £6.99

FOKKER D.VII (ALB LATE) URO-424 £17.99

PM MODEL
1:72

FOKKER D.XXI WWII DUTCH & FINNISH AF PM201 £3.68

PM MODEL
1:72

HORTEN HO-229 A1 FLYING WING PM210 £3.68

PEGASUS HOBBIES
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1:48 SNAP

ME 109 G-6 PG8413 £6.99

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PM MODEL
1:72

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PEGASUS HOBBIES
E-Z SNAPZ SNAP TOGETHER MODEL
1:48 SNAP

ME 262 PG8415 £6.99

RAF SE5A W/HISPANO SUIZA URO-602 £44.99

PM MODEL
1:72

SPITFIRE FLOATPLANE PM216 £3.68

PM MODEL
1:72
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FW-792

F-100C SUPER SABRE PM302 £3.98

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1:48 SNAP

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1:72

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1:18

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Special Editions

SPECIAL HOBBY

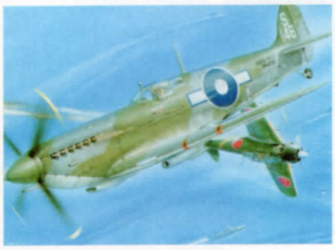
The next batch of future releases from Special Hobby have been announced as follows:

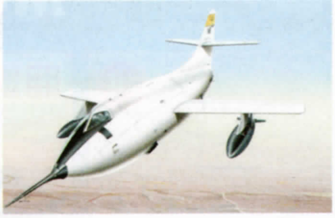
- SH32009 Heinkel He 100D-1 1/32
- SH48052 Seafire Mk III 1/48
- SH72043 P-51A/F6A Mustang 1/72
- SH72170 Nakajima Ki-43-II Oscar 1/72
- SH72175 Koolhoven FK-51 Dutch East Indian 1/72
- SH72180 D-558-2 Skyrocket 'Jet and Rocket' 1/72

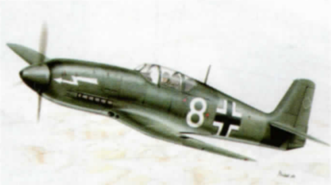
That Seafire Mk III looks very useful, it has to be said. The latest kit to arrive in the UK, meanwhile, is a special boxing of Eduard's 1/48 Focke Wulf Fw 190A-6, with decals for Oberst Hajo Herrmann's Green 1 (#RK001/£49.99). The kit includes the full Eduard etched and plastic parts, as well as a poster with the pilot's signature and a resin bust. Needless to say this is a very limited edition.

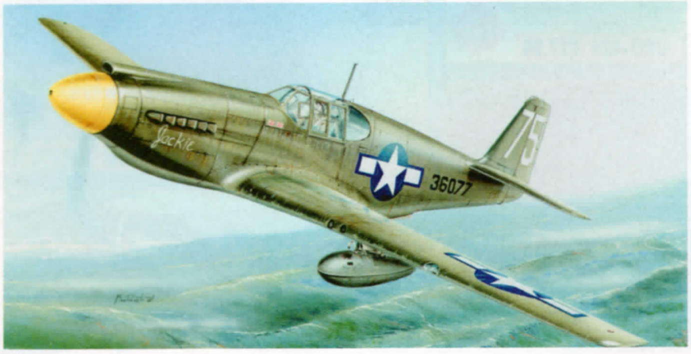
The next couple of kits due in 1/48 are the F2G-1/2 Super Corsair 'US Navy and Marines' (#SH48079£TBC) and the Fairey Albacore Mk II (#SH48084/£TBC), while two new 1/72 releases now in stock are the VL Myrsky II (#72161/£13.50) and the GAL ST-25 Monospar (#72171/£16.40).

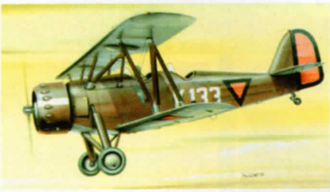
SAMI

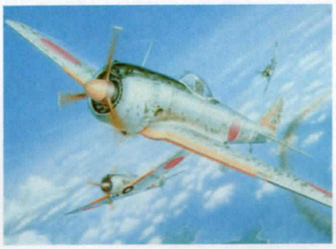










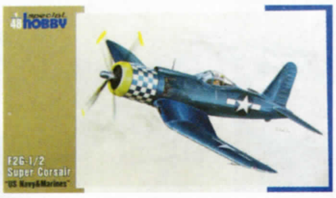


72 hobby
VL Myrsky II

72 hobby
GAL ST-25 Monospar

48 special hobby
Focke Wulf Fw 190A-6

hobby
Fairey Albacore Mk.II



All Sorts of Shorts

CMR

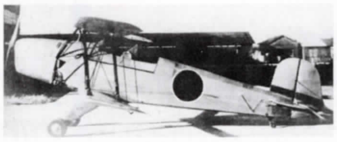
CMR tell us that their Jet Provost T.3/T.4 is progressing well, and the complete model is planned for release in February 2009. In the meantime, another training aircraft they are working on is the Nikokku Type 4 Primary Trainer (Ki-86 Cypress) known in Japanese as the K9W1. This is an upgrade of an earlier Czechmaster kit, no. 62, and has been improved with additional details and a new decal sheet.

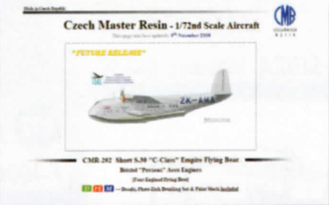
Also of note from CMR, following the success of the first release of their epic Short S.23, the giant kit is being reissued in three further guises:

- CMR201 Short S.23 C-Class Flying Boat, in RAAF service
- CMR202 Short S.30 C-Class Empire Flying Boat
- CMR203 Short S.23M Flying Boat, Military version - in RAF service

As with the original release these impressive kits – a big piece of resin in 1/72 –include a highly detailed cockpit interior with pre-painted etched parts, detailed Bristol Perseus radial engines, beaching gear, a rigging diagram for floats and aerials and a set of paint masks for the cockpit canopy and passenger cabin windows.

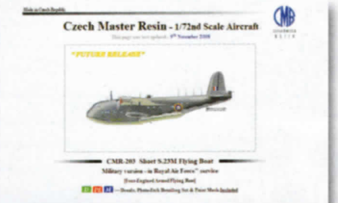
SAMI




Czech Master Resin - 1/72nd Scale Aircraft

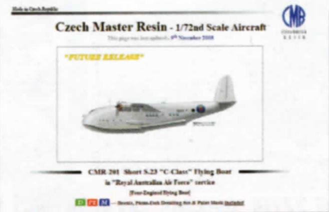
"FUTURE RELEASE"

CMR-202 Short S.30 "C-Class" Empire Flying Boat


Czech Master Resin - 1/72nd Scale Aircraft

"FUTURE RELEASE"

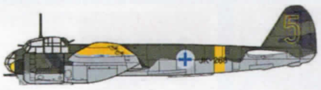
CMR-203 Short S.23M Flying Boat


Czech Master Resin - 1/72nd Scale Aircraft

"FUTURE RELEASE"

CMR-201 Short S.23 "C-Class" Flying Boat

in "Royal Australian Air Force" service



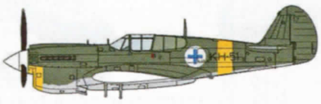
AWACS Factor

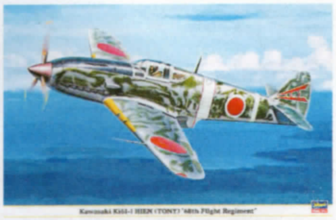
HASEGAWA

That 1/72 Hawkeye is here. This, and the rest of the recent re-issues, make for an interesting month from Hasegawa, with another issue of the big Tony out, and a Finnish Warhawk to boot.

- 01561 1/72 E-2C Hawkeye 2000 U.S. NAVY
- 08190 1/32 Kawasaki Ki-61-I HIEN (TONY) 68th Flight Regiment
- 09838 1/48 Messerschmitt Bf 109G-6/14 Hartmann
- 09839 1/48 RF-4B Phantom II VMFP-3 Special
- 09840 1/48 Mitsubishi A6M1 12-SHI Experimental Zero Fighter
- 09841 1/48 Focke Wulf Fw 190A-8/R8
- 09842 1/48 F/A-18E Super Hornet VFA-137 Kestrels
- 09843 1/48 P-40M Warhawk Finnish Air Force
- 00939 1/72 Junkers Ju 88A-4 Finnish Air Force
- 00938 1/72 F-14B Tomcat VF-103 Jolly Rogers Christmas Special

SAMI




Kawasaki Ki61-I HIEN (TONY) '68th Flight Regiment'

Focke-Wulf Fw190A-8/R8

Messerschmitt Bf109G-6/14 "HARTMANN"

Ground Force

TAMIYA

As seen at the All-Japan show, the next aircraft release in 1/48 from Tamiya is a Focke-Wulf Fw 190F-8/9 with Bomb Loading Set (#61104/£TBC), which no doubt will inspire modellers to combine the aircraft with Tamiya's growing range of 1/48 vehicles in a diorama setting (#61104/£26.99). This kit features new parts to enable modellers to build either an F-8 or F-9 and comes with bomb loading cart, SC250 and AB250 bombs, wheel chocks, and two maintenance crew figures.

Other combo releases including vehicles will see the MiG-15 clear edition with GAZ-67 (#89729/£26.99) and the F-117A Nighthawk with Humvee (#89773/£49.99). Sorge also reports a proposed new moulding of the Lancaster in 1/48, along with a 1/48 Tillie – or Standard 4x2 GS Utility truck if you wish to stand on ceremony. Possibly these will be united as part of the truck/aircraft crossover?

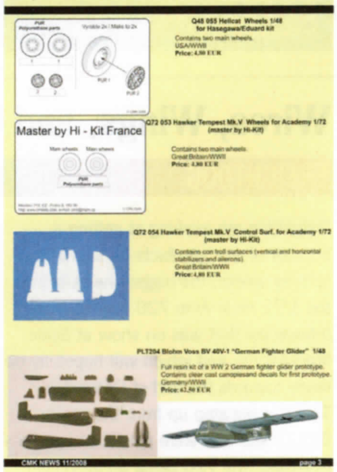
● **SAMI**

Chosen Spheres

PLANET

We have come to expect offbeat projects from Planet – witness the Buggati 100 racer we picked up at Telford. Latest announcements, both in 1/48, include a Bv 40V-1 Fighter Glider (#204/£TBC), and a very handsome looking Westland Welkin NF Mk II (#219/£TBC).

● **SAMI**



Q48 055 Hellcat Wheels 1/48 for Hasegawa/Eduard kit
Contains two main wheels.
USA/WWII
Price: 4,80 EUR

Q72 053 Hawker Tempest Mk.V Wheels for Academy 1/72 (master by Hi-Kit)
Contains two main wheels.
Great Britain/WWII
Price: 4,80 EUR

Q72 054 Hawker Tempest Mk.V Control Surf. for Academy 1/72 (master by Hi-Kit)
Contains con troll surfaces (vertical and horizontal stabilizers and ailerons)
Great Britain/WWII
Price: 4,80 EUR

PLT204 Blohm Voss BV 40V-1 "German Fighter Glider" 1/48
Full resin kit of a WW 2 German fighter glider prototype.
Contains clear cast canopiesand decals for first prototype.
Germany/WWII
Price: 42,50 EUR

CMK NEWS 11/2008 page 3

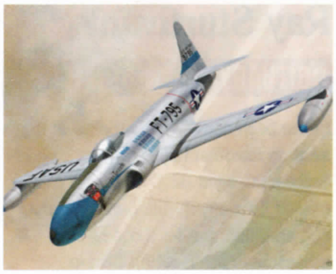
PUR Polyurethane parts
Vyrobte 2x / Make to 2x
Master by Hi - Kit France
Main wheels
PUR Polyurethane parts

Stars with Bars

SWORD

Sword Models have two new 1/72 kits due soon, these being the P-80C Shooting Star (#72025/$TBC), and the RF-80 (#72026/$TBC). The RF-80A is, of course, the USAF designation of the FP-80A photo reconnaissance variant. Kits are expected by January 2009.

● **SAMI**



Fairey Steps

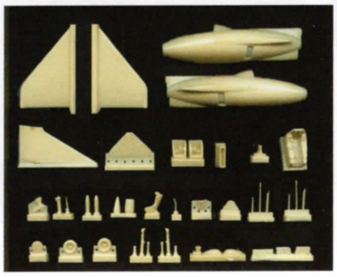
OLIMP

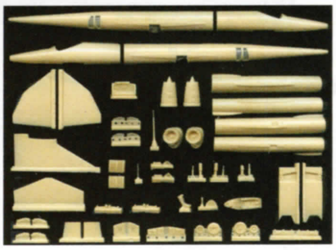
Olimp have given us a number of 1/72 early British jet prototypes in resin, and the latest two to add to the range are the Bristol T.188 (#72043/£TBC) and the Fairey Delta 1(#72044/£TBC).

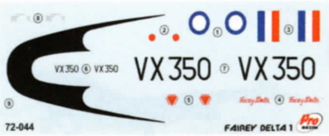
● **SAMI**

Pro Resin
SCALE 1:72
British Research Aircraft
FAIREY FD.1

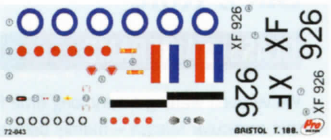
Pro Resin
SCALE 1:72
British Supersonic Research Aircraft
BRISTOL T.188







VX350
VX 350
72-044
FAIREY DELTA 1



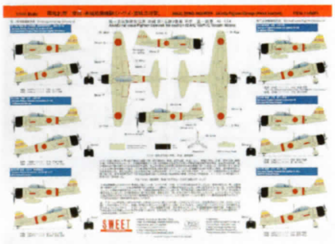
XF 926
72-043
BRISTOL T.188

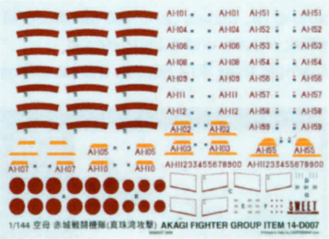
Neat Sheet

SWEET

New from Sweet is a 1/144 decal sheet, A6M2 Zero Fighter *Akagi* Fighter Group Pearl Harbor (#14-D007/US$14.00). There were twenty-one Zero Fighters aboard the carrier *Akagi* at the time of Pearl Harbour. This sheet provides all twenty-one individual markings plus spare numerals for tail codes. Printed in Italy by Cartograf, this sheet – combined with Sweet's kits and carrier deck sections – will allow a very impressive collection to be built up.

● **SAMI**





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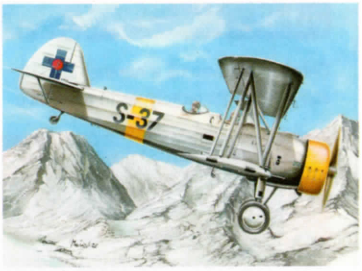
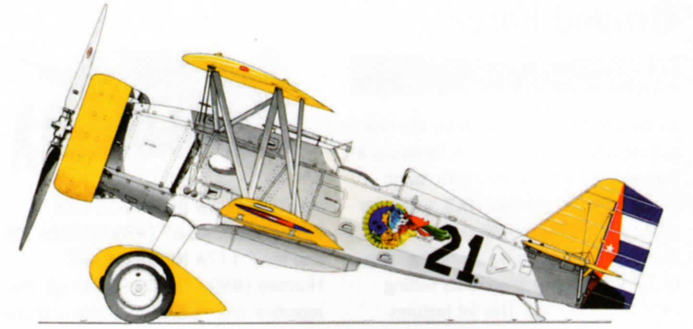
Hawk Talk

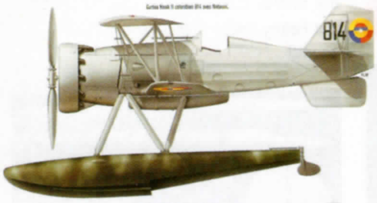
RS MODELS

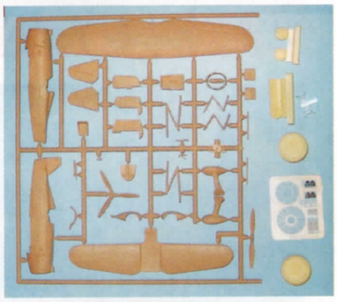
Those Curtis Hawks are getting closer, with some nice boxart now published, and the two kits hopefully out in time for Nuremburg in February. Also on the list for early release is a 1/72 injection moulded Praga E-241 (#92045/£TBC).

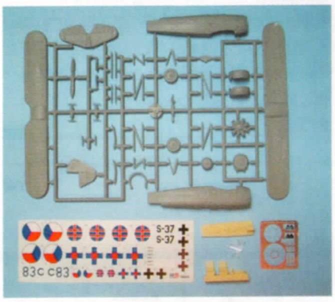
● **SAMI**







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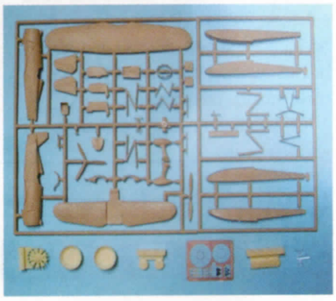
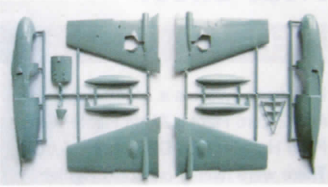


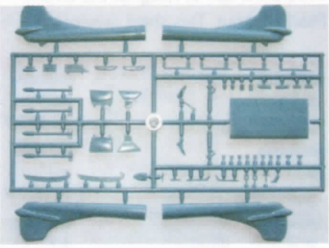
Suez Role

CLASSIC AIRFRAME

We've been waiting a very long time for this particular release – mainly because the image of the 894 Sqn. option has been around for quite some time – but at last the 1/48 Sea Venom (#4112/ US$59.00) seems to be about to come among us. Decals cover the famous 894 shark mouth, and a Suez-striped example from 892 Sqn. In the meantime the latest kit to arrive in the shops is the Fokker D.XXI Dutch Version (#4150/ £34.99) of the Special Hobby tool.

● **SAMI**





FOKKER
D. XXI
Classic
Airframes

Quick Fits

TESTORS

Testors Quick Build model activity sets are now available. Aimed at beginners and younger modellers each set features minimal parts and simple press-fit assembly for quick, easy construction. As previously reported, the first two aircraft kits are the P-51D Mustang (#4096) and the F4U Corsair (#4098).

Packages include three Testors acrylic paints, paint brush, decals and instructions.

● **SAMI**

4096
TESTORS
QUICK-BUILD MODEL ACTIVITY SET
SET INCLUDES:
1 Model Plane
1 Paint Brush
1 Decal Sheet
3 Paints 1/10
Ages 8+
Scale 1:72
P51 MUSTANG
CAUTION!

Wires, Wings, and Pointy Things

FREIGHTDOG

Freightdog are working at getting a number of new products on sale in the coming weeks, the biggest news being the 1/72 resin Avro 720 Rocket Interceptor that was on show at Scale Modelworld, and which will hopefully be ready towards the end of December. This is a big step up from the earlier SR177 kits that were produced by Anigrand, the 720 being an all-British product. The kit parts have been mastered by Paul Lucas and cast by A2Zee in Scotland, while decals, with five 'what-if' options included, were drawn by Jon Freeman. This will be released under the recently acquired Silver Cloud label, the first of a series of classic British designs, some flown, some not, that will follow in 2009.

Under the Pegasus and Freightdog labels, a number of decal sheets and conversion sets are also in development, and we hope to have more on these soon.

● **SAMI**

Ray Sturtivant

OBITUARY

I have been saddened by the news that aviation historian Ray Sturtivant died in September, aged 82. The author will be missed by many for his prolific output and erudition, but for those of us interested in the Fleet Air Arm in particular, his contributions to our bookshelves have been almost second to none. His milestone work *The Squadrons of the Fleet Air Arm* (1984, with Theo Ballance) is possibly the most thorough and complete work of reference on British naval aviation so far compiled, and this, and others, combine to make almost a complete history, aircraft by aircraft, of the entire naval air service from 1911 onwards.

Knowing nothing of the man, but having spent many hours immersed in his books, I am grateful for this opportunity to say a respectful thank you for the contribution his efforts have made to my own enjoyment of this hobby.

GH

● **SAMI**

ROYAL NAVY AIRCRAFT SERIALS AND UNITS
1911-1919
An Air-Britain Publication
Ray Sturtivant
and Gordon Page

FLEET AIR ARM AIRCRAFT, UNITS AND SHIPS 1920 TO 1939
RAY STURTIVANT I.S.O.
with
DICK CRONIN
AN AIR-BRITAIN PUBLICATION

The SQUADRONS of the FLEET AIR ARM
RAY STURTIVANT
and
THEO BALLANCE
An Air-Britain Publication
FLEET AIR ARM AIRCRAFT 1939 TO 1945
RAY STURTIVANT, I.S.O.
An Air-Britain Publication
Air-Britain
Fleet Air Arm Fixed-Wing Aircraft since 1946
Ray Sturtivant

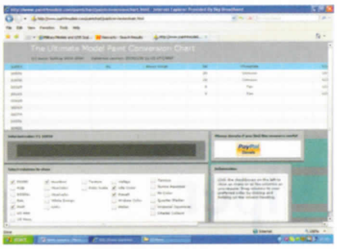
Nail Your Colours

ULTIMATE PAINT CHART

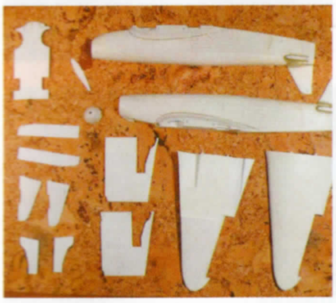
The ultimate model paint conversion chart has been updated again. The latest changes are:

- Revel Aqua – updated with names added
- Heller – names added
- Testors Model Master – updated
- RLM – Getting there!

If you missed the last update, the chart has now moved to its own site at www.paint4models.com. If you aren't aware of this resource, then now is an excellent time to go and take a look. We are advised some bugs in the system have been ironed out, and while there are one or two things still to finish off, it is an excellent cross-reference source for anyone baffled by the unfathomable maze of paint brands and international standard numbers (you try converting RAL to BS!), and highly recommended.


The Ultimate Model Paint Conversion Chart

● **SAMI**

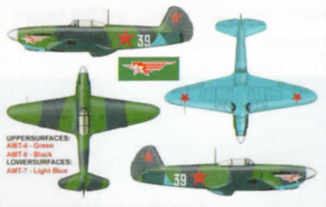


Yak Yak

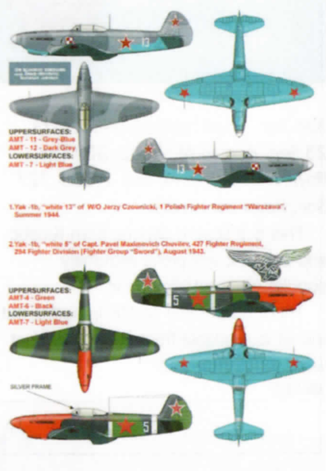
MONTEX

The next 1/32 resin kit due from Montex, following the very impressive Hs 123, will be a Yak-1b, and is due to appear in January 2009.

● **SAMI**


UPPERSURFACES:
AMT-4 - Green
AMT-6 - Black
LOWERSURFACES:
AMT-7 - Light Blue

PLASTIC MODEL CLUB
MONTEX
RESIN MODEL
RMA 3206
Yakovlew
Yak-1b (late)
LIMITED EDITION


UPPERSURFACES:
AMT - 11 - Grey-Blue
AMT - 12 - Dark Grey
LOWERSURFACES:
AMT - 7 - Light Blue
1.Yak -1b, "white 13" of W/O Jerzy Czosnicki, 1 Polish Fighter Regiment "Warszawa", Summer 1944.
2.Yak -1b, "white 5" of Capt. Pavel Maximovich Chuvilev, 427 Fighter Regiment, 294 Fighter Division (Fighter Group "Sword"), August 1943.
UPPERSURFACES:
AMT-4 - Green
AMT-6 - Black
LOWERSURFACES:
AMT-7 - Light Blue
SILVER FRAME

SAMI Index Volumes 1–14 Out Now!

DEREK REEVE

The bound volumes of this magazine represent an encyclopaedia of scale modelling now spanning 14 years. While there are plenty of resources around dealing with real aircraft, there is nothing quite like SAMI as a source of reviews and information, and we have featured literally thousands of items since the magazine's inception.

If you have a collection, or are putting one together of these unique volumes, the you will need an index, and Derek Reeves complete and comprehensive work now covers volumes 1–14 in their entirety, including features, reviews, accessories, decals, and even the many, many kits briefly scanned in the previews section.

Complete indexes for both SAMI and MAM are available in either printed form, CD or zip file via email.

See Derek's advert else where in this issue.

● **SAMI**

580 MODELLERS

Along with Scale Modelworld, the highlight of Greg's trip to the UK includes as much time at Manchester Airport as possible

This month 580 have been moonlighting – on the DRAW stand, and others, at Telford

by Geoff Cooper-Smith

Scale Modelworld is undoubtedly the highlight of our year and although not an IPMS branch, 580 Modellers provided models for the Phantom SIG, Bolton IPMS and DRAW decal stands. My friendship with Greg Drawbaugh of DRAW began over a year ago when I e-mailed him to ask if he could bring certain decal sheets, as I had discovered that he was attending Scale Modelworld for the first time. In the course of our electronic exchanges it became evident that he was flying into Manchester on the Friday, arriving around breakfast time. This fitted in perfectly with my plans, as I was part of the crew for the 2007 show, so I collected Greg from the airport and conveyed him to Telford where, to help stave-off the inevitable jet lag, he assisted with set-up.

Greg is an extremely affable American, and actually more English than he knows as evidenced by his sense of humour, a taste for dark, warm, flavoursome beer and a penchant for curry. Last year he also discovered sherbert fruit sweets (or 'candy' as the yanks call it) which meant that on our journey down to Telford this year we spent part of the day searching various supermarkets for them, along with HP sauce!

This year Greg once again flew into Manchester. I provided some assistance on the DRAW stand over both days of the show (and to Mel Bromley of S&M who had the adjacent stand, which resulted in some lively banter!). By far the biggest sellers were the recently released sheets for the C-5 Galaxy, and a straw poll conducted on the Saturday explained why; people had several in their stash, the most being six!

580 Modellers helped the Phantom SIG field over 500 F-4s at the show

At the end of the show I returned Greg to his hotel at Manchester airport, but not before he had once again been treated to a full Sunday lunch with the Cooper-Smith household. He is returning again next year.

You can contact 580 Modellers on 07825 704996 or email 580Modellers@googlemail.com

Greg and Mel both peddling their wares during Scale Modelworld

Spotlight

Snakebite! Kinetic's latest Viper

KINETIC **1/48**

BY ANDY EVANS

If you are a quarter- scale F-16 aficionado, you will no doubt be thinking that it would take something very special to knock the Hasegawa offerings from their perches! Enter Kinetic with an astonishing range of Fighting Falcons, the most recent being the F-16AM Block 15 NATO Viper, which not only compares very favourably to the Hasegawa kits, but is also less expensive!

The level of detail is quite exceptional and the main parts are split into well thought-out assemblies, enabling Kinetic to produce a number of variants yet cause the minimum amount of fuss to the modeller. Kinetic have also added the unique parabrake housing to the tail, so finally an accurate European Viper can be modelled from the box - and you also get the bulged F-16ADF tailfin base as well.

Kinetic have also managed to fit some very fine static dischargers to the wings, tailfins and rudder, parts which can be easily broken so care is recommended! Also provided for the AM are the array of IFF antennae in front of the cockpit, nosewheel taxi lights, and the new style pylons with integral chaff and flare dispensers.

F-16AM Block 15
NATO VIPER
1:48

TECHNICAL DATA

F-16AM Block 15 NATO Viper

Scale: 1:48	Kit Number: 48002
Price: £11.57	Decal Options: 4
Type: Plastic injection moulded	
Kit Parts: 336	
Manufacturer: Kinetic	

The NATO Viper has the F100 engine (the nozzle of which incidentally is superbly moulded) and comes with a very well defined intake duct, which runs through the model, not ending in a blanking plate halfway down. You also have a choice of port nose panels with the standard RHAW blister or the RHAW blister and spotlight as used by the Norwegian and Danish Vipers. The cockpit looks very neat with a good representation of the ACES II seat, and the canopy, although having a slight mould seam, is crystal clear.

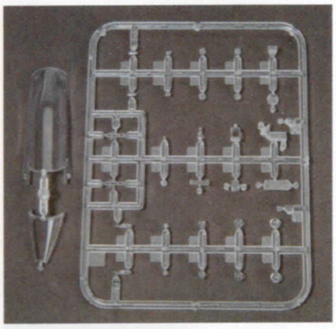
For the external stores Kinetic have included a plethora of choices, and this includes a complete LANTIRN EO system, a Raphael Litening Pod and a Sniper Pod, the latter two being a big surprise! Other delights are the well crafted Penguin and Maverick AGMs along with the latest Laser Guided bombs and a full complement of missiles and fuel tanks.

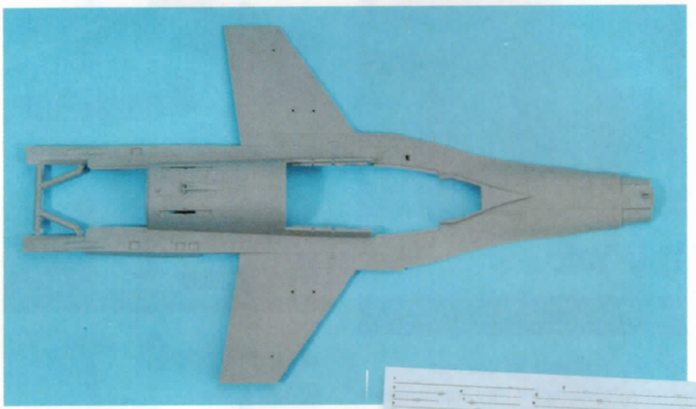
The decal sheets have to rank amongst the best available for the F-16. The first contains the aircraft's entire collection of stencil and warning data and the second contains markings for four Vipers from 334 Sqn, Royal Norwegian AF, FA-73, 23 Sqn, Belgian AF, J-063, 322 Sqn, Royal Netherlands AF and E-198, 727 Sqn, Royal Danish AF.

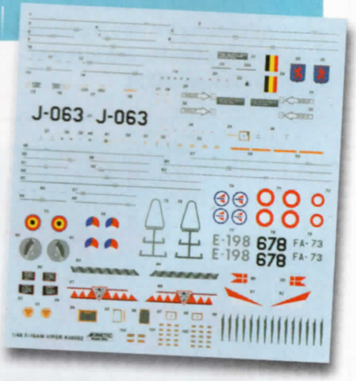
This is a superb offering from Kinetic and one that will prove extremely popular amongst Viper fans.

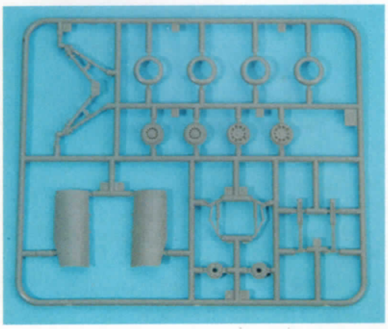
There is currently no UK importer, but the kit is available from Lucky Model at www.luckymodel.com.

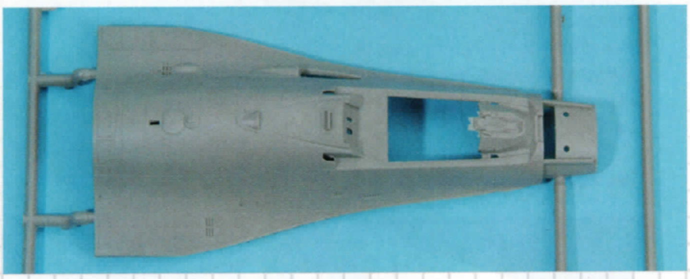
● SAMI

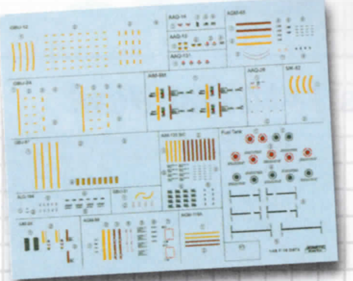


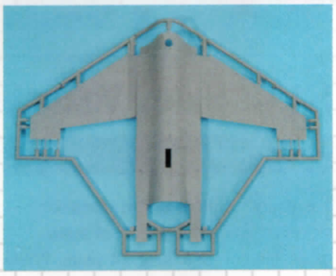


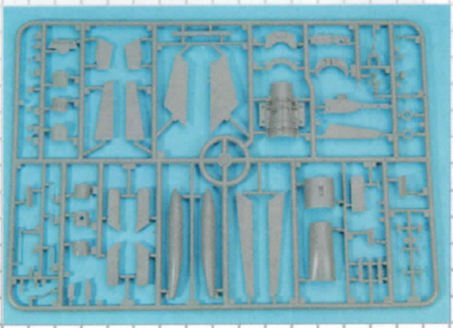


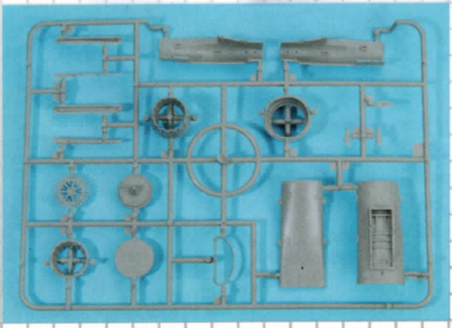


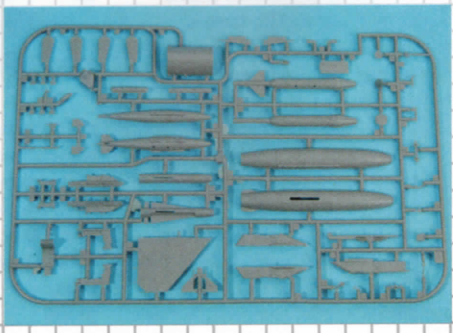












Raptor Factor

ACADEMY **1/48**

BY **DAVID FRANCIS**

I am very surprised that it has taken so long for us to get a state of the art kit of the United States' replacement for the now elderly F-15 Eagle. Seven years ago Italeri had a stab at the subject but that model was based on one of the prototypes and also had some dimensional inaccuracies and fit problems.

Arriving completely out of the blue is Academy's new F-22 Raptor and all I can say is WOW! On opening the large box I was immediately impressed with the engraved detail, which is just right, not too deep or too restrained, and a quick test fitting of the major parts shows that assembly should be a breeze as the fit varies from very good to superb. The only area that looks complicated is the air intakes, but on inspection even these have been carefully engineered.

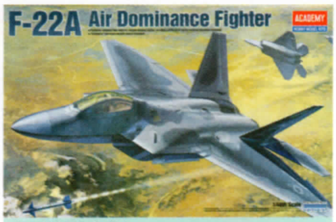
There are a few highlights that I should mention, starting with the moulded detail in the undercarriage and weapon bays, which are not spoilt by any annoying pin marks. A nice touch is that the doors for these bays are supplied in both open and closed positions. Very few modellers would build this kit in flight, but I plan to attach the closed doors in position with a small dab of PVA to mask off the bays during painting, and then remove them and attach the landing gear and weapons.

As far as weapons go you can mix and match from AIM-9 Sidewinders, AIM-120 AMRAMs and JADAMS. The canopies are supplied in both clear and tinted plastic, and a first is that the nicely moulded blown canopy does not have a seam line down the middle, a fact that will be welcomed by many. Detail in the cockpit is more than adequate and the seven-piece ejector seat will look great with some careful painting, and maybe some etched brass seat belts.

Now for the highlight of this kit - the decal sheet. In most kits you get a couple of choices, but in this package there are no less than 32 options covering all units currently operating the type. But it does not stop there, as you are also supplied with data placards for the undercarriage bays and gear legs, a feature that is rarely supplied but makes all the difference on the model. Even the ejector seat gets five data decals.

I am very impressed with this kit and I just hope that it is not too long before we see some colourful markings on the Raptor, and I must admit to fighting the urge to produce a NASA or Israeli 'What If' with the review sample.

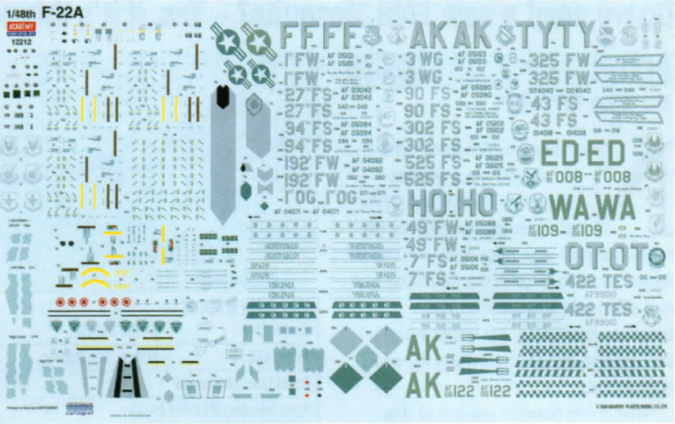
● SAMI



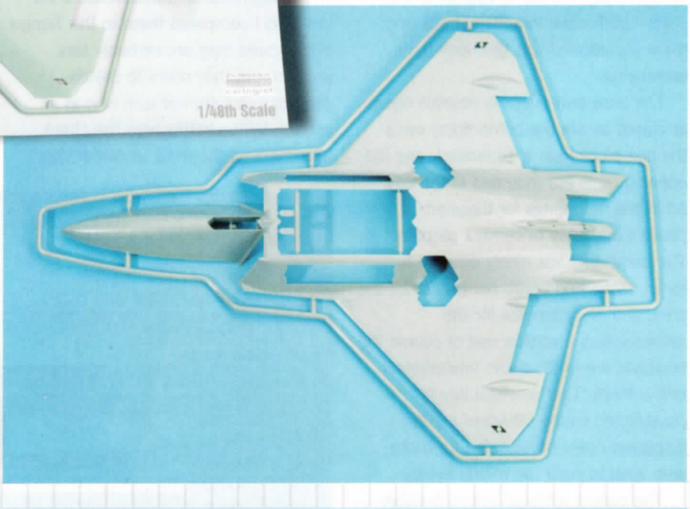
TECHNICAL DATA

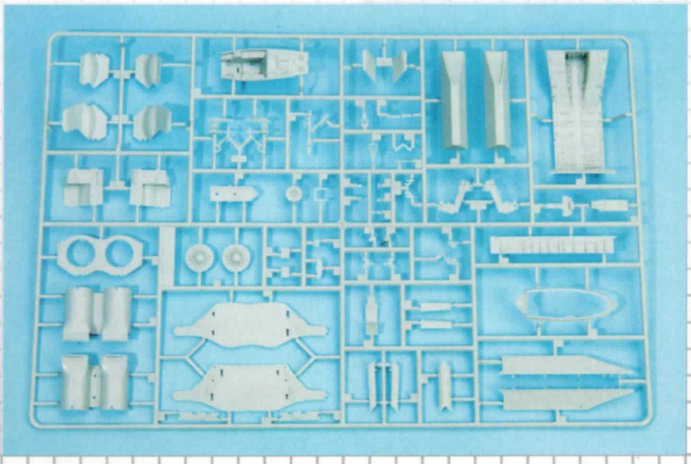
F-22A Raptor

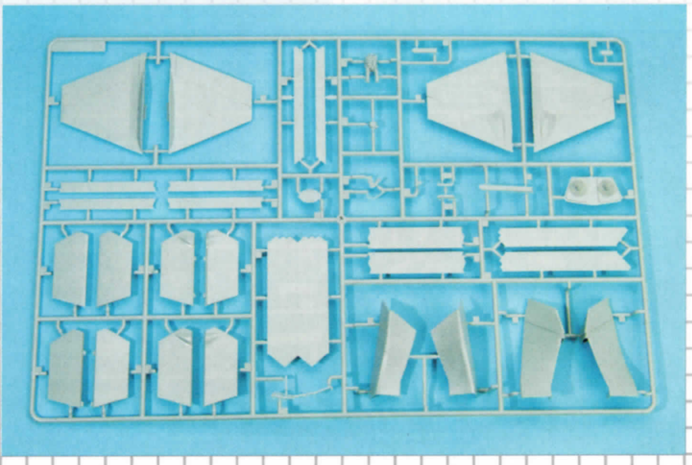
Scale: 1/48	Price:
Kit No:	Decal Options: 32
Type:Injection Moulded plastic	
Status: New Tooling	Manufacturer: Academy
UK Importer: Toyway	US Importer: MRC



ACADEMY
F-22A
Air Dominance Fighter
1/48th Scale







Wooden Wonder Revisited

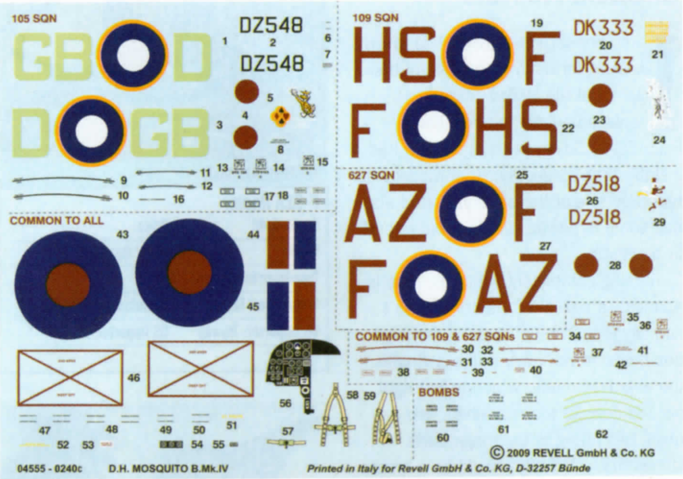
Do we need a new 1/48 Mosquito? – Yes, if it's this one!

REVELL **1/48**

BY TED TAYLOR

TECHNICAL DATA

Mosquito B Mk IV
Scale: 1/48 Kit No: 04555
Price: £15.99 Status: New Tooling
Panel Lines: Recessed
Type: Injection Moulded Plastic
Manufacturer: Revell AG
UK Importer: Revell UK
US Importer: Revell/Monogram


105 SQN
GB D
D GB
DZ548
109 SQN
HS F
F HS
DK333
627 SQN
AZ F
F AZ
DZ518
COMMON TO ALL
COMMON TO 109 & 627 SQNs
BOMBS
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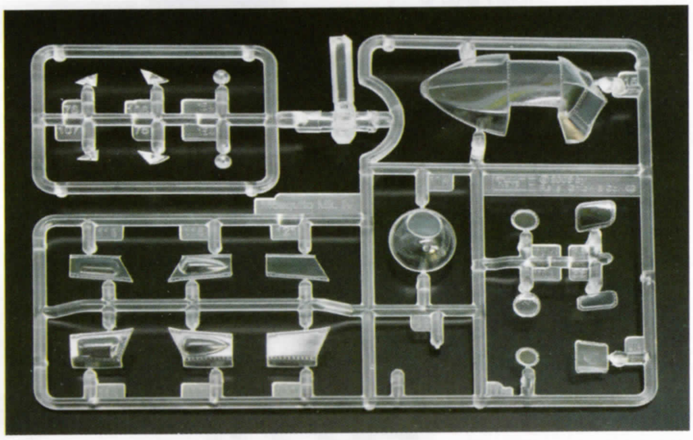
04555 - 0240c D.H. MOSQUITO B.Mk.IV
Printed in Italy for Revell GmbH & Co. KG, D-32257 Bünde



"Not another Mosquito" said I. We already have at least three from Tamiya and Airfix but upon examination of the sprue frames I was pleasantly surprised. Revell seem to have put a lot of thought and effort into this kit with the breakdown of parts, the options and possibilities included, and the fit, which is excellent.

This is the bomber version of this very famous aircraft, which could operate either in a day or night time role and also served as a photo reconnaissance plane. The kit comes in the usual grey plastic and of course a clear frame, there is no flash and some of the parts, such as struts, are very delicate.

The fuselage comes in two parts for each half, I'm guessing for later releases of different versions, and as the aircraft is made of wood there are none of those panel lines to worry about except where there are service hatches.

The cockpit is well furnished with separate parts to be mounted along the sidewalls and the instrument panel has moulded detail, although there is also a decal provided for those who prefer this option. Much the same applies to the seats - both have moulded straps and there are decal straps that look quite convincing.

The crew entry door is posable open or closed as are the bomb doors once the one-piece item is separated, and the opening rams are mounted in the bay. All of the mountings for these are positive and easy to cement parts to. The bomb bay has nicely detailed fuel tanks, racks and bomb hangers to fill the area, and also cameras for the reconnaissance version and of course the windows are in the doors immediately below them. The tailwheel bay is constructed so the tailwheel can be displayed down or retracted for those who wish to pose the model flying.

The control surfaces are all posable, even the elevators using hinge fittings, but the main flaps can be lowered in a realistic fashion by sliding them along a curved track in the nacelle extensions.

Two little Merlins can be added to the nacelles, which have thin cut lines around each side panel so they can be removed if required, and there are also two types of propellers, with a choice of narrow pointed or paddle blades. The exhaust pipes are of the five-pipe variety, where the sixth outlet is connected to the fifth pipe, and you get separate shrouds for them.

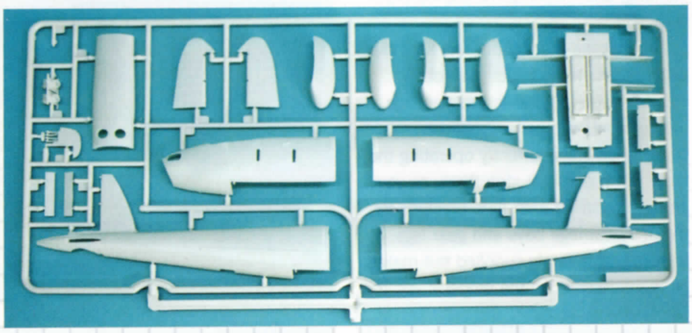
I thought the spinners looked a bit bulky so I compared them to the Tamiya offering and they are certainly less pointed, but they seem to match drawings so I am not sure who is correct. While in this area the shock absorbers on the main undercarriage legs are much smaller than those on the Tamiya kit, while the wheels are slightly bigger. The struts that build the legs are very fine and care is needed when removing them from the sprue, I found a micro saw was the best tool to free them.

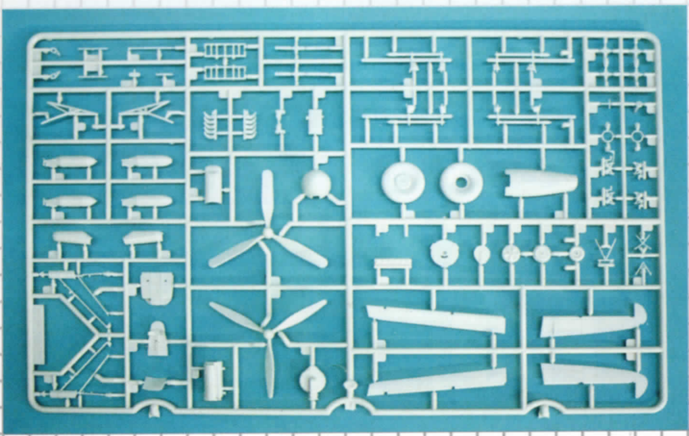
There are two sizes of underwing fuel tanks, 50 and 100 gallons, or you can have pylons which will take a single bomb each, and there are also unguided rockets on the frames but I believe these are for a further version to be released later, possibly a fighter type.

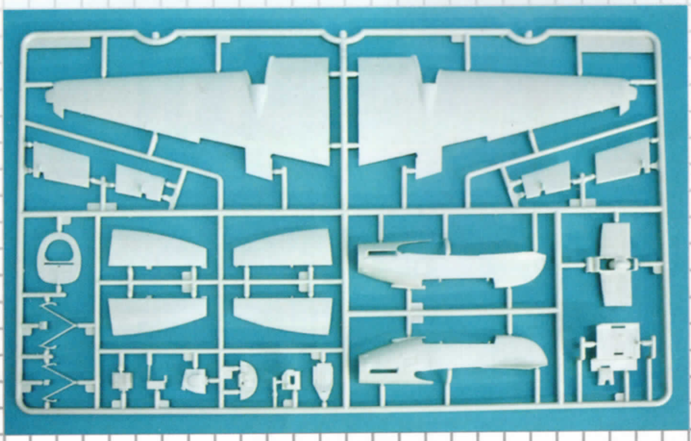
The decal sheet covers three aircraft from 105, 109 and 627 Squadrons.

On the whole it looks impressive but we'll get back to you on the build for an overall view of the model.

● SAMI







LSA Models

are the eduard Specialists!

New and recent items

Kit of the Month

1/48 Fokker E.II/E.III Eindecker
Eduard 8156 – £17.99

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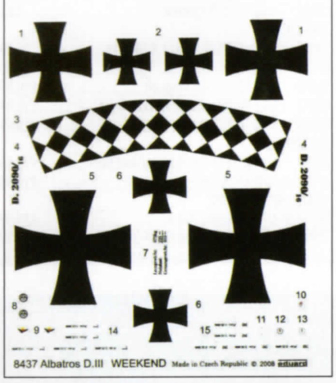
Previews

eduard
1/48 scale
Albatros D.III

TECHNICAL DATA

Albatros D.III Weekend Edition

Scale: 1/48 Kit No: 8437
Price: £12.55 Decal Options: 1
Panel Lines: Recessed Status: Re-issue
Type: Injection Moulded Plastic
Parts: Plastic 55
Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron


8437 Albatros D.III WEEKEND Made in Czech Republic © 2008 eduard

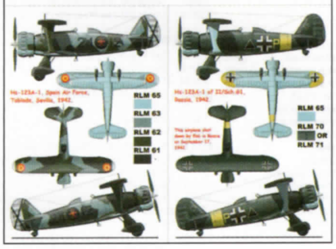
LIMITED EDITION
PLASTIC MODEL CLUB MONTEX
RESIN MODEL
RMA 3205
HENSCHEL
Hs-123A

TECHNICAL DATA

Henschel Hs 123 A

Scale: 1/32 Kit No: 3205
Price: £92.00 Type: Resin
Decal Options: Masks provided for two aircraft
Panel Lines: Recessed Status: New Tooling
Parts: Resin 127, Clear Film 1
Manufacturer: Montex
UK Importer: Cammett

What a surprise this one has been! A beautifully tooled kit of this charismatic type, with clean castings and masks provided for two aircraft, one Luftwaffe machine from the eastern front, and one Spanish machine dating from 1942.

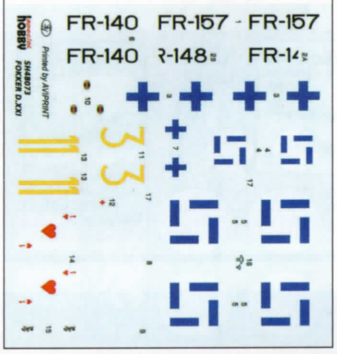

RLM 65
RLM 63
RLM 62
RLM 61
RLM 65
RLM 70
RLM 71

special hobby
Fokker D.XXI
'4. sarja with Wasp Junior engine'

TECHNICAL DATA

Fokker D.XXI '4. Sarja with Wasp Junior Engine'

Scale: 1/48 Kit No: 48073
Price: £22.50 Decal Options: 6
Panel Lines: Recessed Status: Revised Issue
Type: Injection Moulded Plastic
Parts: Plastic 77, Clear 2, Resin 14, Etched
Manufacturer: Special Hobby
UK Importer: Hannants
US Importer: Squadron


special hobby
SH48073 FOKKER D.XXI
FR-140
FR-157
FR-157
FR-140
FR-148
FR-14

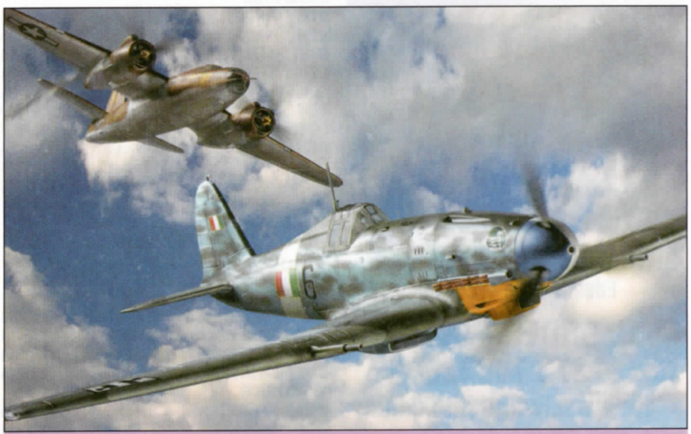
WHIRLYKITS presents...
WPX72021 Short S.B.5
swept wing research aircraft
©2008
produced by
Whirlybird Decals,
Christ Church Vicarage,
Doncaster Road, Ardsley,
BARNSLEY, South Yorks. S71 5EF
WHIRLYBIRD DECALS

TECHNICAL DATA

Short S.B.5 Swept Wing Research Aircraft

Scale: 1/72 Kit No: 72021
Price: £18.00 Decal Options: 1
Panel Lines: Recessed Status: New Tooling
Type: Vacform
Parts: Vacform Plastic 12, Resin 5, Metal 16, Vacform Clear 2
Manufacturer: Whirlykits

This is a very nice looking package, with well cast metal pieces, and above-average content for a vacform kit. Decals are included, as well as a resin cockpit tub and other parts. The provision of two vacform canopies and a very stout box in which everything is packed should help ensure a good finished product. Whirlybird have a very interesting range of products, including decals, conversions and full kits, and we recommended a look at the current price list, which can be obtained by contacting them direct. You may just find the crown jewels…

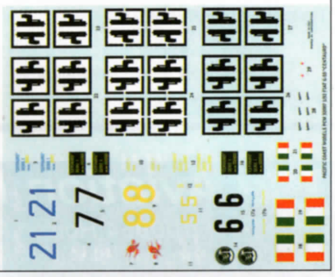


TECHNICAL DATA

Fiat G.55 Serie 1 Centauro

Scale: 1/32 Kit No: 32007
Price: £TBC Decal Options: 5
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 64, Resin 12, Etch 55 Clear 5
Manufacturer: Pacific Coast Models
UK Importer: Cammett

Another classy 1/32 release from PAC, and with both these and the Montex releases on their books, UK importers Cammett have definitely got a good thing going! With a colour etched fret by Eduard, some beautifully cast Czech resin, and a comprehensive decal sheet offering some very attractive schemes, this release will do justice to a particularly attractive type, and leaves the modeller with nothing to do but get on with the build. A very attractive package indeed.

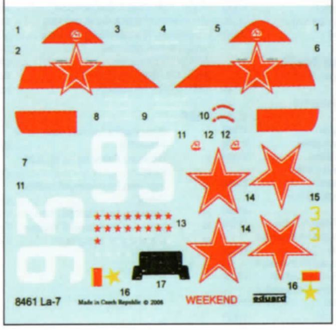


eduard
1/48 scale
Lavochkin La-7

TECHNICAL DATA

Lavochkin La-7 Weekend Edition

Scale: 1/48 Kit No: 8461
Price: £12.55 Decal Options: 1
Panel Lines: Recessed Status: Reissue
Type: Injection Moulded Plastic
Parts: Plastic 69, Clear 5
Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron

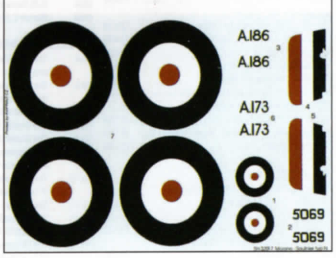

8461 La-7 Made in Czech Republic © 2008 WEEKEND eduard

special hobby 32
Morane-Saulnier Type N
"RFC Service"

TECHNICAL DATA

Morane Saulnier N in RFC Service

Scale: 1/32 Kit No: 32017
Price: £26.60 Decal Options: 3
Panel Lines: Recessed
Status: Revised issue
Type: Injection Moulded Plastic
Parts: Plastic 52, Etched 17, Resin 9, Clear 1
Manufacturer: Special Hobby
UK Importer: Hannants
US Importer: Squadron

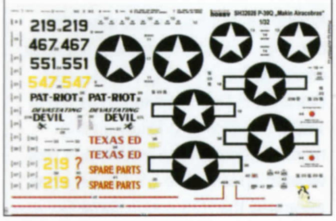

A186
A186
A173
A173
5069
5069

32
P-39Q
Makin Airacobras

TECHNICAL DATA

P-39Q Makin Airacobras

Scale: 1/32 Kit No: 32036
Price: £TBC Decal Options: 3
Panel Lines: Recessed Status: Revised issue
Type: Injection Moulded Plastic
Parts: Plastic 167, Etched 41, Resin 20, Clear 12
Manufacturer: Special Hobby
UK Importer: Hannants
US Importer: Squadron


219 219
467 467
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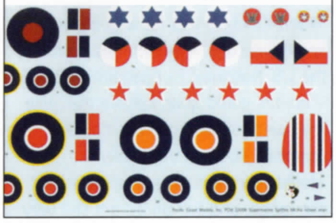
547 547
PAT-RIOT PAT-RIOT
DEVIL DEVIL
TEXAS ED
TEXAS ED
219 ?
219 ?
SPARE PARTS
SPARE PARTS

TECHNICAL DATA

Spitfire Mk IXe

Scale: 1/32 Kit No: 32006
Price: £39.95 Decal Options: 4
Panel Lines: Recessed Status: Revised Issue
Type: Injection Moulded Plastic
Parts: Plastic 67, Resin 20, Etch 41 Clear 9
Manufacturer: Pacific Coast Models
UK Importer: Cammett

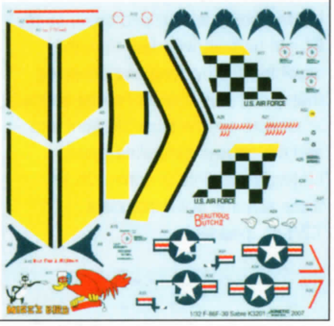


TECHNICAL DATA

F-86F-30 Sabre

Scale: 1/32 Kit No: 3201
Price: £10.56 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 126, Clear 12
Manufacturer: Kinetic
Available from Lucky Model

Lucky Models have also passed on the Kinetic F-86, which is another superb piece of injection-moulding, at a very reasonable price from Lucky Model. Options and details include a removable aft section, allowing the detailed engine to be displayed on the dolly provided, separate flaps and control surfaces, detailed gun bays and two styles of wing tanks. The sprues also carry bombs and Sidewinders for the spares box – although hopefully this is an indicator of further variants to come. Decals cover two well-known options, and all things considered the kit is a welcome and overdue update on the older Hasegawa kit. Check the range at www.luckymodel.com


U.S. AIR FORCE
U.S. AIR FORCE

ICM
LaGG-3 series 1-4
WWII Soviet Fighter
1:48

TECHNICAL DATA

LaGG-3 Series 1-4

Scale: 1/72 Kit No: 48091
Price: £9.99 Decal Options: 4
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 101, Clear 8
Manufacturer: ICM
UK Importer: Creative Models
US Importer: Dragon USA

LaGG-3 series 1-4
1:48
22
22
7676 6464

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Prototype Search & Rescue Amphibian
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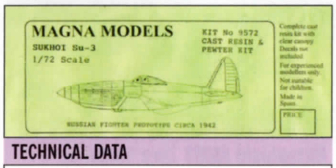
BARNSLEY, South Yorks. S71 5EF

TECHNICAL DATA

Supermarine Seagull Prototype Search & rescue Amphibian

Scale: 1/72 Kit No: 72023
Price: £18.00 Decal Options: 1
Panel Lines: Recessed
Status: New Tooling
Type: Vacform
Parts: Vacform Plastic 29, Metal 19, Vacform Clear 2
Manufacturer: Whirlykits

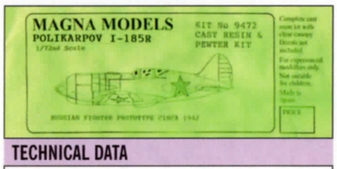
PA147
PA147
33
PA1473
PA1473
ROYAL NAVY
ROYAL NAVY


MAGNA MODELS
SUKHOI Su-3
1/72 Scale
KIT No 9572
CAST RESIN & PEWTER KIT

TECHNICAL DATA

Sukhoi Su-3

Scale: 1/72 Kit No: 9572
Price: £18.00 Decal Options: N/A
Panel Lines: Recessed Status: New Tooling
Type: Resin
Parts: Resin 14, Metal 9 Vacform Clear 2
Manufacturer: Magna
UK Importer: Magna Models


MAGNA MODELS
POLIKARPOV I-185R
KIT No 9472
CAST RESIN & PEWTER KIT

TECHNICAL DATA

Polikarpov I-185R

Scale: 1/72 Kit No: 9472
Price: £18.00 Decal Options: N/A
Panel Lines: Recessed Status: New Tooling
Type: Resin
Parts: Resin 14, Metal 7 Vacform Clear 2
Manufacturer: Magna
UK Importer: Magna Models

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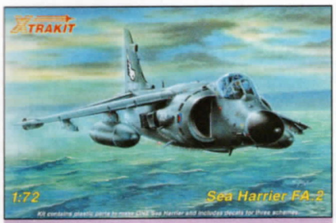

XTRAKIT
1:72
Sea Harrier FA.2

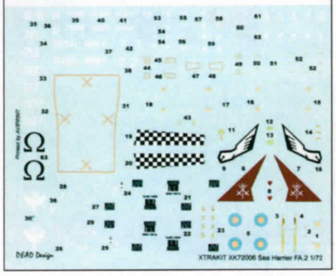
TECHNICAL DATA

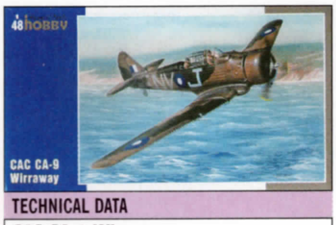
Sea Harrier F/A.2

Scale: 1/72 Kit No: 72006
Price: £11.99 Decal Options: 3
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 63, Clear 2
Manufacturer: Xtrakit
UK Importer: Hannants

Imagine everyone's surprise when this popped up at Telford on Hannants' stand! A new-tool SHAR 2! This nice follow up to the Sea Vixen is in the usual style, and is a long overdue injection moulded kit of an important type. Weapons are not included, but this pales into insignificance compared to the discovery that the auxiliary intake doors are moulded open, so the kit can be built with less than the usual tedious hacking and chopping that accompanies most Harrier builds.

Of note are the separate front end, and the unused centreline pylon, hinting at variants to come. Oh let these at some point include a T.2/T.4…please!

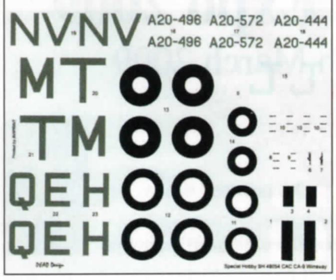

XTRAKIT XK72006 Sea Harrier FA.2 1/72


48hobby
CAC CA-9 Wirraway

TECHNICAL DATA

CAC CA-9 Wirraway

Scale: 1/48 Kit No: 48054
Price: £23.15 Decal Options: 3
Panel Lines: Recessed Status: Revised Issue
Type: Injection Moulded Plastic
Parts: Plastic 54, Clear 11, Resin 11, Etched 33
Manufacturer: Special Hobby
UK Importer: Hannants
US Importer: Squadron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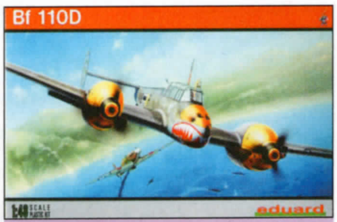
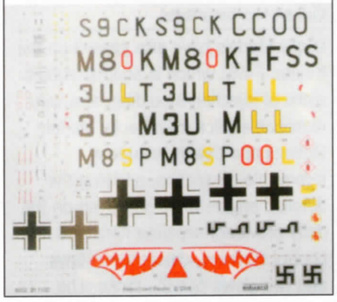

Bf 110D
1:48
eduard

TECHNICAL DATA

Messerschmitt Bf 110D

Scale: 1/48 Kit No: 8202
Price: £31.40 Decal Options: 4
Panel Lines: Recessed Status: Revised Issue
Type: Injection Moulded Plastic
Parts: Plastic 232, Etched 74, Clear 13
Manufacturer: Eduard
UK Importer: Hannants/LSA
US Importer: Squadron

This latest in the 110 dynasty contains the usual mass of options and extras, including canopy masks and the colour etch that is becoming an Eduard hallmark.


S9CK S9CK CC00
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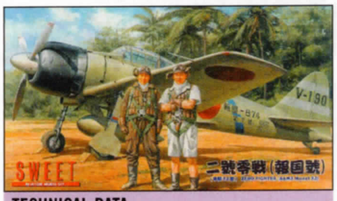
3ULT 3ULT LL
3U M3U MLL
M8SP M8SP 00L


SWEET
二號零戦（報國號）

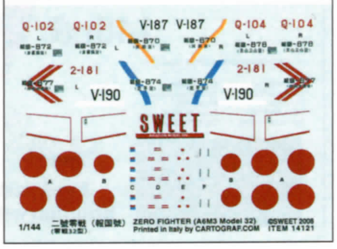
TECHNICAL DATA

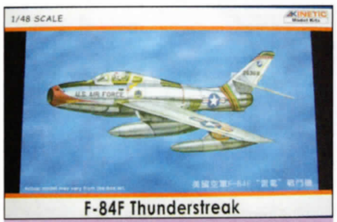
Mitsubishi A6M3 Zero Model 32

Scale: 1/144 Kit No: 21
Price: £TBC Decal Options: 5
Panel Lines: Recessed Status: Revised Tooling
Type: Injection Moulded Plastic
Parts: Plastic 32, Clear 1 (x2)
Manufacturer: Sweet
Available via HobbyLink Japan

This kit features all the delicate surface detailing, landing gear and engine of the previous A6M2 release, with options for underwing bombs, 330-litre metal drop tank, 280-litre wooden drop tank, and two styles of radio aerial post. Two full kits are included, with markings for five Houkoku aircraft from the Buna, New Guinea, Air Base.

Inexplicably hard to find in the UK, these kits can be obtained via HLJ, for around eight Euros.


Q-102 Q-102 V-187 V-187 Q-104 Q-104
2-181 2-181
V-190 V-190
SWEET
1/144 ZERO FIGHTER (A6M3 Model 32)


1/48 SCALE
KINETIC
F-84F Thunderstreak

TECHNICAL DATA

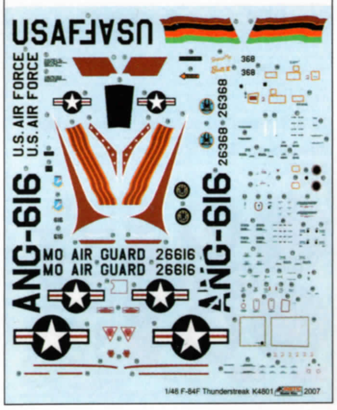
F-84F Thunderstreak

Scale: 1/48 Kit No: K4801
Price: £6.03 Decal Options: 2
Panel Lines: Recessed
Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 81, Clear 7, Metal 1
Manufacturer: Kinetic
Available from Lucky Model

When Kinetic's first kit was issued some time ago – we first had a sniff at the US Nationals in Anaheim in 2006 – no one could quite believe the price they were offered at. With no UK importer yet lined up, Lucky Models.com are the prime source for the range, and the prices are still very good for kits of this quality. Since their release a number of after-market accessories have become available, and only the comparative rarity of the kits in the UK has prevented them breaking out upon the club tables at shows like a rash.

Two USAF options are featured with Kinetic's kit, and a ball-bearing is also included, to act as nose weight.

Even allowing for shipping costs, this has to be a superb buy.

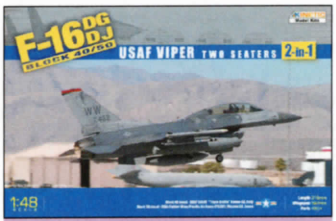

USAF USAF
U.S. AIR FORCE
ANG-616
MO AIR GUARD 26616
1/48 F-84F Thunderstreak K4801 2007

Bugatti 100P
PLANET
1:48
Made in Czech Republic

TECHNICAL DATA

Bugatti 100 Racer

Scale: 1/48 Kit No: PLT217
Price: £39.40 Decal Options: N/A
Panel Lines: Recessed
Status: New Tooling
Type: Resin
Parts: Plastic 23, Metal 2, Vacform Clear 2
Manufacturer: Planet
UK Importer: Hannants
US Importer: Squadron

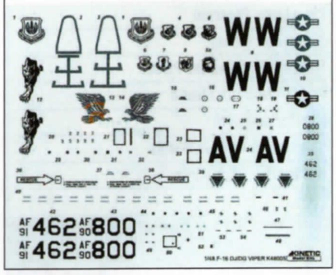

F-16DG/DJ
BLOCK 40/50
USAF VIPER TWO SEATERS 2-in-1
1:48

TECHNICAL DATA

F-16DG/DJ Block 40/50 USAF Viper Two Seaters

Scale: 1/48 Kit No: 48005
Price: £13.08 Decal Options: 2
Panel Lines: Recessed Status: New Tooling
Type: Injection Moulded Plastic
Parts: Plastic 419, Clear 31
Manufacturer: Kinetic
Available from Lucky Model

Kinetic's F-16s have really raised the bar, with a staggering amount of plastic crammed into this box! The two-seat Block 50 F-16D, also known as the F-16DJ, is a Block 40 follow-on with more powerful engine models and new weapon options. The US Air Force has integrated the HTS pod in some F-16DJs for defence-suppression missions using the HARM missile. Decals offer two USAF machines: 555FS 'Triple Nickle,' Aviano AB, Italy, and 35th Fighter Wing/Pacific Air Forces (PACAF), Misawa AB, Japan. Weapons and stores include GBU-38 bombs AGM-9M, AIM-120B, AIM-120C, AGM-65, AGM-88, GBU-24, GBU-31, GBU-87, GBU-12, GBU-38, Mk.82, ALQ-131, ALQ-184, AAQ-13, AAQ-14, AAQ-28, and Lord knows what else, so stick some in your spares box now!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Predecessor of the F-102A Delta Dagger
FC-102
Parts for two basic variants and markings for all ten aircraft included!
1/72 scale resin model kit recommended for experienced modelers

TECHNICAL DATA

Convair YF-102

Scale: 1/72 Kit No: 72001
Price: £30.00 Decal Options: 8
Panel Lines: Recessed Status: New Tooling
Type: Resin
Parts: Resin 27, Clear Resin 1
Manufacturer: Nostalgic Plastic
UK Importer: Freightdog

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1:72
Sea Harrier FA.2

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1/48

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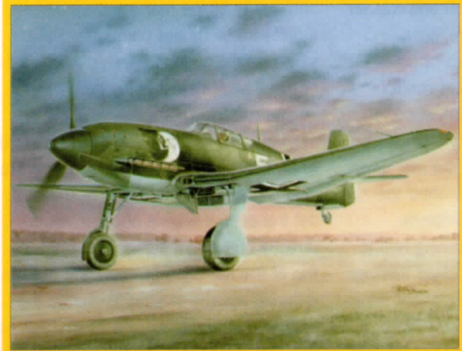
Lebed' VII
1/48
"Russian Sopwith Tabloid"

SH48038
special hobby
Fokker D.II
"Black & White Tails"
1/48

SH72168
special hobby
1/72
X-1B "NASA
Modification Program"



SH32009
Heinkel
He 100D-1
special hobby
1/32

GERMANY source: GLOW2B germany
mail@glow2b.de
U.K. source: HANNANTS
sales@hannants.co.uk
Australia source: HOBBIES AUSTRALIA
sales@hobbiesaustralia.com.au
FRANCE source: AB TOY'S - eddyrami@aol.com, TMA - josefernandeztma@wanadoo.fr.

Reviews

Macchi M.5

FLY **1/48**

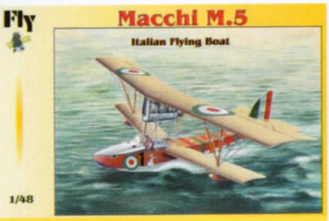
BY GORDON SCOTT

Fly is a new manufacturer to me. The kit arrived in a thin end-opening box, which had suffered badly in the hands of the delivery service. Inside I found a folded black and white illustrated A4 double-sided instruction sheet, an A4 sized sandy/tan coloured plastic sprue, and another smaller, a clear windscreen and a small bag of resin parts comprising the engine, seat and according to the instructions a pair of floats which were absent. There is a large, well-printed decal sheet with a number of smaller addendum sheets to correct the two port-facing fuselage numbers and some chevrons to use on the float sides.

The plastic is a bit hard and brittle, there is some flash and the sprue attachment points are a tad difficult to clean up, especially the struts. The upper wing is a single piece with corrugations representing the ribs and slight moulded indentations as strut attachment points, the two single-piece lower wings and empennage also have the same over-representation of ribs and weak attachment points.

Construction

The fuselage is constructed from four parts, Ju 52 style, which make this build quite 'interesting.' The cockpit is quite spartan, but perhaps the real one was as well. All the basics are there, seat, instrument panel – no decals or brass - gun breeches, rudder bar and control stick. I painted the interior plywood, and whilst waiting for that to dry I assembled the two fuselage sides and the rear upper deck. This went well so I inserted the cockpit assembly with no problem. Unfortunately getting the planing hull to mate successfully with the lower fuselage was like trying to push an elephant up a one-in-five gradient. I cured the fit problem using superglue, accelerator and good old brute force, followed by filler and sanding.



TECHNICAL DATA

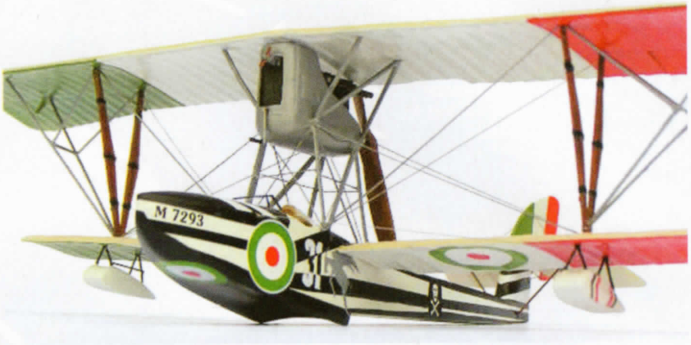
Scale: 1/48	Kit No: 48001
Price: £26.20	Decal Options: 3
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 60, Resin 15,	
Manufacturer: Fly	UK Importer: Hannants
US Importer: Squadron MMD	

If you follow instructions you will attach the lower wings now followed by the empennage and assemble the rather nice resin engine. I didn't, I spent the next week of evenings painting the black and white 'anti-dazzle' scheme, after which I assembled and painted the empennage, which sets the tone of the rest of the assembly – make a bit, paint a lot.

The next involved part is the assembly and location of the engine; the side panels are too short and need packing out at the front. Attaching the engine to the supporting struts is easy; attaching the struts to the fuselage is somewhat trying.

The idea is that you stick the strut bottoms to raised bumps on the fuselage top, which would work well if the tops of the bumps were flat, the struts had differing lengths - shorter at the front and longer at the rear - and all the fuselage attachment points were the same height. I won't lie, this took a lot of time, most of it making sure the engine was central and horizontal.

Had I not followed the reviewer's brief to build straight from the box this is the way I would done things: I would have set the central engine support struts directly onto the fuselage, not onto the top of the moulded bumps, and cut the differing lengths of strut to ensure the engine was horizontal, because if left as they are the engine strut assembly takes on a nose-high rake. I'd have sanded those overdone wing ribs out as well.



There is a small head-on drawing, but a better basic three-view drawing would really have helped, especially as I had no other reference material to work from.

Whilst the engine assembly was setting I turned to the upper wing, painted, decalled and varnished it, deepened the strut attachment holes with a drill bit and located the outer struts. The instructions show that these should be at right angles to the wing. I test fitted the lower wings on the fuselage and found the attachment points to be unhelpful so I cut them off, as I wasn't inclined to compromise the paint job and I wanted the wings to stay put. I drilled into the wing ends and attached a length of wire which ran through the fuselage, and this supports them so much better and enabled me to set the necessary dihedral.

After painting, decalling and varnishing the lower wings I completed the floats and attached them with the wing upside down on a flat surface so I could leave the glue to set without fear of the floats moving out of true.

It was now time to try out the wire wing spar and mate wings to body. This went well and I soon had the model in two parts, body, engine and lower wings as one and the upper wing with struts attached as the other.

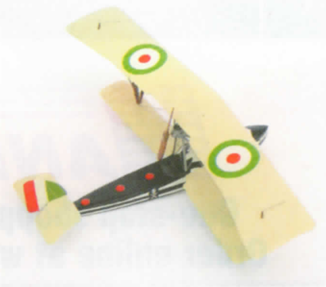
I cleaned up the upper cabane struts (I came very close to substituting them with lengths of wire) and attached the upper wing to the lower by the outer struts first, and when these had set solid I inserted the cabane struts.

Colour Options

Colours are named white, red, black etc. with no specific reference numbers given. The three colour schemes are shown on the reverse of the box in colour, but only the port side views are present, so one must assume the starboard side is identical. You will need additional reference material to do this kit justice.

The decals are quite good although the white is a bit translucent; they don't like being moved about, though they reacted well to Micro Sol and Set solutions.

Rigging was stretched sprue, the wooden painted propeller was inserted and it was done.



Conclusion

Frankly I was a bit disappointed overall, considering the list price. I would have liked seat belts, brass or film instrument panel, a basic three-view drawing, and starboard side views of the alternative markings schemes included. I acknowledge the skill of the manufacturer and the fact I'm not clever enough to do it myself, but surely the flying surfaces could have been better handled? Moan over, the main plus is the attractive subject. It will take you a while to build, but nothing in the box is that bad it can't be used and it all goes together eventually, and adds up to an attractive and interesting model.

● SAMI

Curtiss P-40F Warhawk

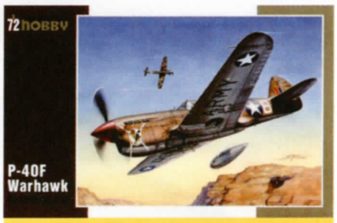
SPECIAL HOBBY 1/72

BY BRIAN DERBYSHIRE

The Merlin 28 didn't actually improve the Kittyhawk's performance much, but maintained it 5,000 ft. higher. Over 2,000 were built, but this is the first full kit I've seen. The kit is generally more accurate than either D&S's or SM's drawings (I recommend MBI's), however, the radiator outlet 'scallops' are inside out, the baggage hatch is undersized, the gun barrels look melted, and the pitot boom is missing.

There are no location pips, but surface detail is excellent, and so fine that the control surface edges may need emphasising. There are lots of well-moulded internal detail parts, and a fret with etched instrument panel, seat belts, trim tab actuators, torque links and such. Many have moulded alternatives for those who dislike etched bits. Transparencies are very good but brittle – cut them from their sprues with care. The gunsight is poor.

The instructions feature step-by-step views with part numbers and leader lines. Etched parts are confusingly prefixed 'L' rather than 'PE' as stated. Rudder pedals C22 are drawn upside down; they should hang from the ridge behind the dashboard C20.



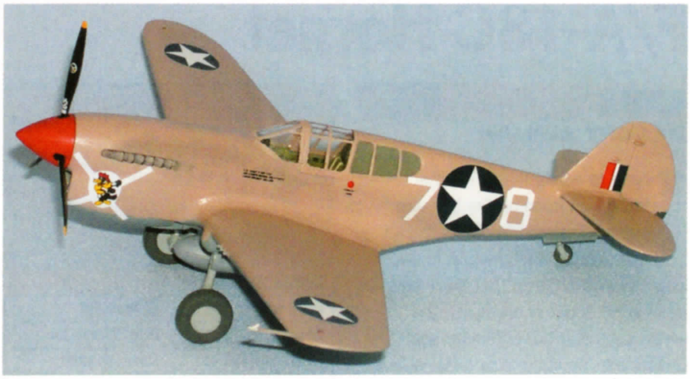
TECHNICAL DATA

Scale: 1/72	Kit No: 72155
Price: £13.35	Decal Options: 3
Panel Lines: Recessed	Status: Revised Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 41, Etched 35, Clear 6	
Manufacturer: Special Hobby	
UK Importer: Hannants	
US Importer: Squadron MMD	

Finishing instructions are in colour, showing 4 views of each subject, and are exemplary, except in specifying only Gunze Sangyo references.

Construction

Fit of the very detailed cockpit is impressively good. Try dry-brushing the instrument panel etc. with metallic crayons. The spinner rim needs shaving inside to sit evenly on the backplate, otherwise, very little trimming and filling is required. The transparencies fit pretty well too but do NOT use anything runny to attach the rear scallops, or capillary action will spread it onto the visible inside surface and ruin it.



The excellent radiator insert can be further enhanced by adding oil coolers each side of the carburettor intake. Note also that the intake butterfly valve and cooling gills were usually fully closed when parked. For photos, see: *Squadron/Signal In Action No.26* (p. 22, intake), and *Detail & Scale Vol. 62* (pp.49, oil coolers, and 52, gills and outlet area). *Osprey Aces 43* is also useful. The radiator outlet error is not too obvious from above, but as an engineer I thought the surgery worthwhile.

You'll need references to position the rather rare chisel-tailed belly tank.

Colour Options

Three options are provided, all with photographic support, from groups which operated with the RAF in Egypt, Libya, and Tunisia. Jo/12 of 64FS/57FG is shown as she left Ranger for Accra en route to Egypt, in Sand/Neutral Gray. Four wing insignia are shown, but I believe the extras – along with the red spinner, and (later) the fin flash - were only added when operations began. This later finish is worn by 78 of 66FS, and the 86FS/79FG option, X60, has Dark Earth/Mid Stone/Azure camouflage. The transfers themselves are excellent, but fragile – float them on with plenty of water. They snugged down well, without silvering, over a coat of Klear.

Conclusions

Mostly excellent. I look forward to the long-tail version.

● **SAMI**

Dornier Do 28D-2 Skyservant

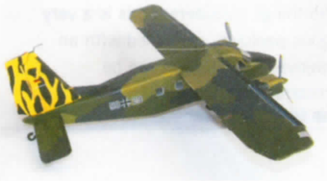
REVELL 1/72

BY MARK CHADBOURNE

This is a reissue of the Matchbox Skyservant from 1974. Inside Revell's side-opening box are three sprues of grey plastic, with a further clear sprue unfortunately not bagged separately. Along with an instruction leaflet, you also get a very comprehensive decal sheet. Although this is an old Matchbox kit, you don't get any of the legendary Matchbox troughs for panel lines. Actually you don't get any panel lines at all! The parts are, shall we say, industrial in their appearance. The trailing edges on the wings, for example, are a scale 36mm thick.

Construction

Before any major construction is started it's best to decide whether you wish to complete your model with the rear access doors open or closed, as these will need cementing in position if you opt for closed. I followed the instructions as far as colours were concerned and gave the whole interior a coat of Revell 76 light grey, with the exception of the crew seats which were painted Revell 45 light olive. Fitting of the whole interior assembly was very straightforward as it just slotted into place. A nice touch on the cargo doors was the addition of decals to depict the various instruction and data placards on the inside face.



Revell
Dornier
Do 28D2 SKYSERVANT
1:72
04193

TECHNICAL DATA

Scale: 1/72	Kit No: 04193
Price: £4.99	Decal Options: 2
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 48, Clear 9	
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer: Revell/Monogram	

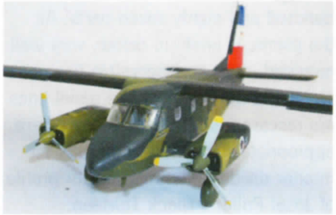
The fit of the three-part engine nacelles left a lot to be desired, and every joint required filling. The wings come in three parts each, and surprisingly the slats are given as separate items. Although I have no photographs of the slats deployed on parked aircraft I decided to model them as such, along with deflecting the rudder slightly to add some interest.

Please, if you build this kit, disregard the instructions and fit the windows early on in the construction, prior to gluing the fuselage halves together. Although they have a slight chamfer on the edges, some are slightly smaller than the holes they should go into. You therefore have to try and rescue a semi-recessed window, before it slips completely into the assembled fuselage. Also bear in mind that Clearfix/PVA will not be strong enough to hold the windows in place when you come to masking the windows ready for painting, so you will need to go for something stronger. I ended up using standard plastic cement, with little success, and as such I am far from happy with the glazings. Soaking them in Klear, allowing to cure, and using superglue might help.

The fitment of the wings, horizontal stabilizers and engine nacelles completed the main assembly, but again filler was necessary on all joins.

Colour Options

Only one scheme is supplied, but it's a good one. It represents a Skyservant serving with AG 52 on its last flight at Leck in July 1993. Its consists of standard German 3-colour camouflage, with a tail that has tiger stripes on one side, and a red, white and blue tricolour on the other. All colours are detailed from the Revell range of paints, with one of the main camo colours called out as a mix of two paints. Revell, however, have been kind enough to quote FS/RAL numbers for the main colours so this should make it easier to match up instead of mixing up different paints.



116 decals have to be applied to the completed model. They are very thin, have just a small amount of carrier film, and are very easy to work with. A few of the smaller pieces did silver, but I feel that this was due, in the most part, to my lack of surface preparation, as opposed to anything being wrong with the sheet itself.

Conclusions

This kit will provide an excellent basis for a detailed build by an experienced modeller. A novice on the other hand will be rewarded with an excellent representation straight from the box with very little effort. The only areas that could be problematic are the side windows, but as most of you out there are not blessed with my ham fists, you shouldn't have much to worry about, and I can recommend this kit to all.

● **SAMI**

F/A-18C Hornet

REVELL 1/72

BY GARY JARMAN

I have to admit that my initial feeling on opening the box was one of disappointment as the kit has raised panel lines. A closer look however showed that there was a lot of good detail in areas like the wheel bays and the undercarriage. Overall the moulding was crisp, a few parts had some flash on them but nothing too serious. The decal sheet is up to the good standard that I have come to expect from Revell.

Construction

The cockpit goes together well. Detail is basic but sufficient, but if you plan to leave the canopy in the open position you're going to want to add some additional detail.

The nose section is built as a separate unit, which is then added to the rear fuselage assembly. Both the Canadian and Swiss Hornets have a night identification light on the left hand side of the nose which, on this kit, is represented with raised lines. I chose to drill a hole and fill it in with clear plastic, suitably backed, but then got carried away and cut out the entire panel to model it in the open position.

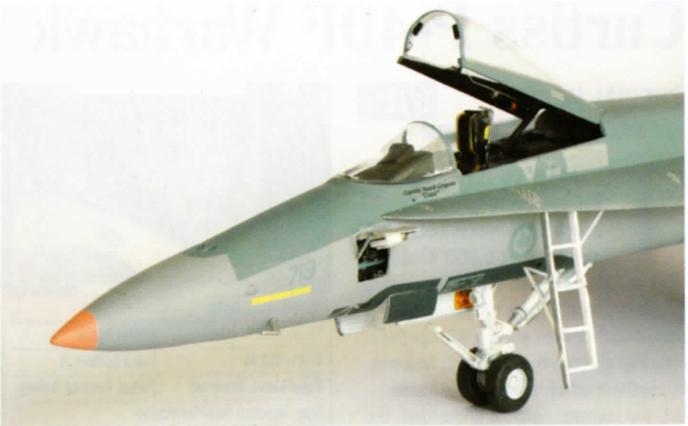
The rear fuselage halves do not go together very well and need some encouragement to stay aligned while the glue dries and then a little filler to smooth things out. The tailplanes are moulded as part of the rear fuselage but I chose to cut them off and reattach them later at a slightly tilted angle.

I dry fitted the wings as provided and they seemed to go together pretty well, with only a little filler being required. However, for the actual build I chose to cut out the flaps and ailerons

Revell
F/A-18C HORNET (CF-18A)
1:72
04303

TECHNICAL DATA

Scale: 1/72	Kit No: 04303
Price: £8.99	Decal Options: 2
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 75, Clear 2	
Manufacturer: Revell AG	UK Importer: Revell UK
US Importer: Revell-Monogram	



Focke-Wulf Fw 190A-8

ACCURATE MINIATURES 1/48

BY TIM LARGE

On first opening the large colourful box, one finds three clear resealable bags holding six sprues with one hundred and eighty seven parts. All the plastic is khaki in colour, very well moulded, with no discernible flash or blemishes of any kind. The panel lines are recessed, with raised detail where appropriate. Underneath these is an interior divider sporting a colour profile of Josef Priller's Black Thirteen. Underneath the divider, safe from any damage, is the bagged eleven-part clear sprue, along with instructions and decals

Construction

I have to admit I found the kit a bit intimidating at first glance, as there are a lot of parts for a single-engined monoplane, but once I had taken a good look at the sprues and instructions, and chosen which of the three options to build, things made sense. I opted to build Black Thirteen, Priller's mount made famous by his attack on Sword Beach, the only recorded sortie by the Luftwaffe over the beaches on D-day.

Despite my initial concern the overall build was a joy, and I can't remember an easier model to make. The fit of the majority of the parts is to the highest standard, with the level of detail being outstanding, and the kit includes a fully detailed cockpit and a very nice nineteen-part BMW 801D radial engine, although for some reason the inlet manifolds are not included (though they are shown on the instructions).

Here I had an issue with the left hand side exhaust pipes, and I had to cut and adjust three of the four to get any thing like a reasonable fit. Once that was dealt with, the rest of the build was trouble free. Oddly, the side engine cowls are moulded in such a way that if you want to display the engine you have to cut them from the lower bulges either side.

A fine pair of 13mm MG 131 machine guns and their mountings are provided, but if you wish to have the upper access panel closed you need to remove the guns and cut the feeders away, otherwise it will not fit at all.

Two detailed inner wing mounted 20mm MG 151 cannon are provided, as are their bays. The undercarriage/wheel bays are, like the rest of the kit, exceptionally well detailed, with options for treaded or smooth tyres. Finally the two-part clear canopy has very good external detail and the fit is very good.

Colour Options

Accurate Miniatures give the modeller three choices, all in the same basic camouflage scheme of RML 74, 75 and 76. The first option is Priller's Black Thirteen, which has yellow trimming on the rudder and underside of the engine cowling. Next is Willi Maximowitz's Black Eight, which to me is the best looking aircraft of the three with its complete engine cowl in black and a white identification band around the rear of the fuselage. Last of all we have Ernst Schroder's Red Nineteen, and here Accurate Miniatures have provided the choice of pre- or post-November 26th 1944, the main difference being a red identification band around the fuselage. There is some confusion in the instructions as to when the red band was painted on, but I would imagine it's the later date.

The decals themselves come on a large sheet containing two full sets of stencils, and the relevant individual aircraft and national markings. The decals are well printed in a high gloss finish, with perfect register, and they adhered to the surfaces with no trouble at all, and with no bleed through.

Conclusions

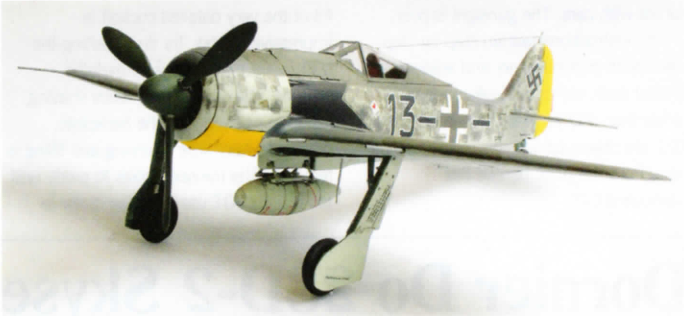
As you may have guessed by now, this is a reboxing of the superlative Eduard moulding. If you are going to buy in, you may as well use the best and this must have been Eduards' policy, the benefit here being that you get three unique markings and quality packaging. All things considered, this is a very good package, combined with an enjoyable build, and can be recommended.

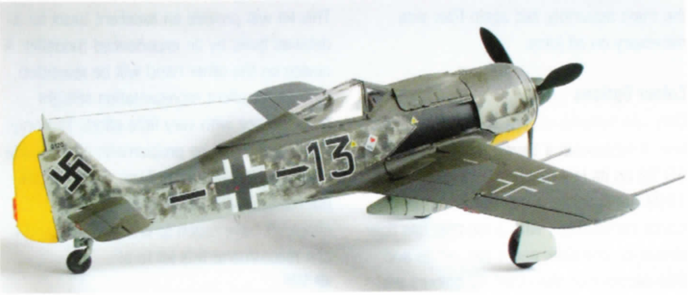
● SAMI

Focke-Wulf Fw-190A-8
1/48 SCALE
Josef "Pips" Priller on D-Day

TECHNICAL DATA

Scale: 1/48	Kit No:0402
Price: £TBC	Decal Options: 3
Panel Lines: Recessed	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 175, Clear 12	
Manufacturer: Accurate Miniatures	
UK Importer: Creative Models	





so that I could model them at a more realistic resting angle. The flap and aileron assembly is a little more complicated than that of any other aircraft I have done this to because the Hornet has hinged flap shrouds that need scratchbuilding once you've cut the flaps and ailerons off. It's the first time I've come across this arrangement and there were times I regretted starting what is usually a fairly easy, but effective, enhancement.

The rear fuselage and nose sections did not join perfectly so I concentrated on getting the top as best I could and did my filling and filing on the underside. So far things were looking good, the Hornet was taking shape nicely. However, when I dry fitted parts 28A and 29A (which represent the fuselage missile pylons) the shape did not look right compared to photos of the real thing. The kit parts seem to stick out too far so I filed them down by a couple of millimetres at the front end.

The remainder of the build is straightforward. There are a number of aerials and blisters that need to be applied, and I used my reference photos as a guide for these rather than following the plans.

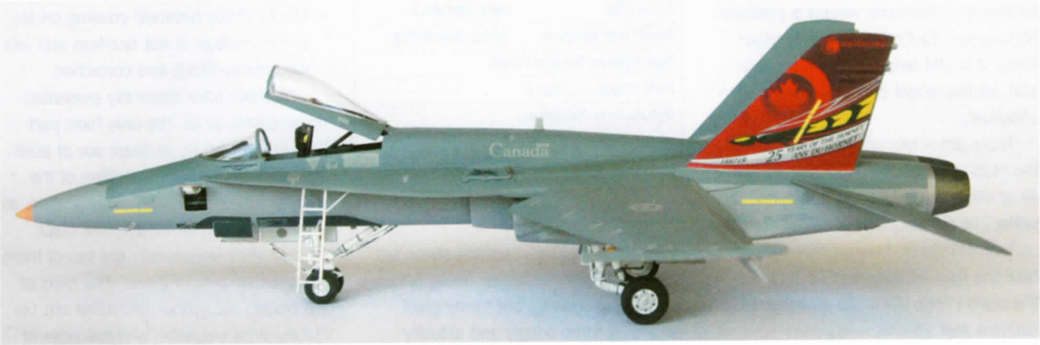
Colour Options

Revell provide decals for two schemes, the Canadian Air Force 2007 Demo scheme and a Swiss Air Force aircraft. Because I prefer some colour on my kits I built the Canadian machine. The main greys are a mix of Revell paints. The decals are excellent quality and go on well but check the tail decals for size against the kit parts as on my kit the red tail decal was a little too narrow. Had I realised this at an earlier stage I would have filed the tail down a little to make the two match.

Conclusion

This kit is an easy build and overall it's an accurate representation of the Hornet. I feel that the raised panel lines let it down, but that's a personal opinion - this kit is, I believe, a reissue which explains the raised lines. I did a fair amount of extra detailing but that was a personal choice, and you don't need to go to such lengths as the kit would still provide a decent looking Hornet straight from the box.

● SAMI



Brewster Buffalo F2A-1

AIRFIX **1/72**

BY **TONI HAUSLER**

AIRFIX
BREWSTER BUFFALO F2A-1
1:72

TECHNICAL DATA

Scale: 1/72	Kit No: 02050
Price: £4.99	Decal Options: 2
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 38, Clear 4	Manufacturer: Airfix

Opening the box revealed a couple of chunky grey sprues, a small but brightly coloured decal sheet and a nice, simple page of instructions without a tedious thesis on health and safety. A mysterious rattling noise turned out to be the propeller, which had worked itself loose from its sprue and shed a blade in the process, although this was quickly fixed. The panel lines are fine enough to be inoffensive, but the entire airframe is festooned with rivets, some of which I'm not even sure correspond to real panels in the actual aircraft. I found a little bit of damage – sink marks and so on – on my kit, enough to cause mild irritation but not quite tears.

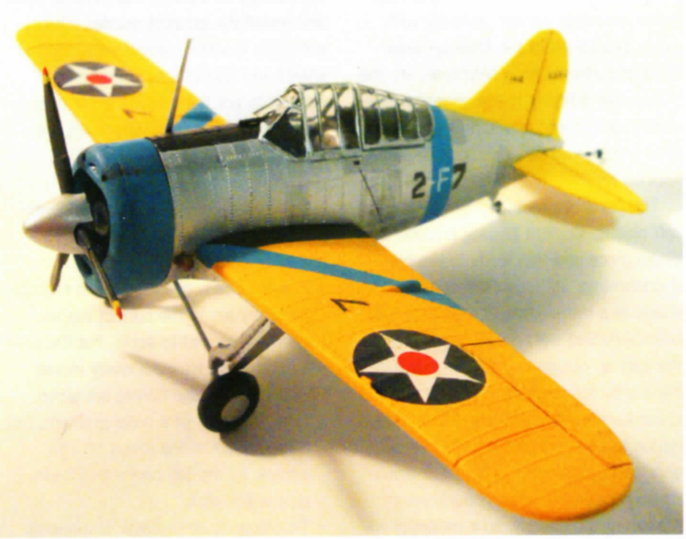
Construction

Unless you're determined to shave off all the rivets, sticking the model together is mostly the work of minutes. Gluing the clear viewing panel to the underside was a little tricky because it is ever so slightly too small, and care has to be taken not to accidentally poke it out when handling the model. The pilot figure included gets a wonderful view between his feet but alas no means to control the aircraft - no control stick or instrument panel, although if you go for the USN version you can include a gunsight and a life raft container - so he was honourably discharged. Fortunately, with the canopy glued on and painted, you can't see too much inside anyway.

The arrestor hook is supposed to fit into a slot in the tail which, once the fuselage is stuck together, theoretically allows it to move. Mine kept falling out anyway, so I ended up gluing it in.

Generally, most parts fit without too much fuss, though there is a small gap where the wings join the fuselage at the trailing edge. The fit of the various cowling parts wasn't quite perfect, but some sanding neatened up the edges. Also, the three-piece canopy did not line up very well at all despite all the trimming, sanding, cursing etc.

The prop was twisted – some bending sorted this to some degree, but not quite. The engine is fairly detailed, but a bit of extra highlighting and shading wouldn't go amiss, as a lot of it is still visible once the cowling is on. Strangely enough, though the gun blisters are moulded into the wing, there are no gun ports – these could easily be drilled out, though I didn't notice until it was too late.



I was a little confused by the fact that there are two sets of main undercarriage legs in the kit, both different. The instruction sheet mentions only one of them, though it does explain the choice of tailwheels.

Colour Options

There are two decal options, an RAAF aircraft and a rather cheery USN scheme. You have to choose which quite early on as the USN one involves sticking extra bits on, although the instructions aren't entirely clear on this all the time, and they do neglect to mention that you don't need the arrestor hook for the RAAF version. However, you do get a whole extra windscreen to go with the USN gunsight.

Having splashed liberal amounts of brightly coloured paint around, it's time for the decals, which include the blue wing and fuselage stripes for the USN version. If you are sensible you'll ignore the kit ones and go find some spares. Applying the kit's decals was like trying to lay linoleum - and getting them to conform over all the rivets without fragmenting was... erm... fun. Once they had been wrestled into position they proceeded to shed bits in some sort of horrible decal dandruff. Needless to say I ended up taking what was left of them off again and hand-painting everything except the roundels, one of which fell off later anyway.

Conclusion

My overall impression? I wouldn't say this is the best Buffalo kit around – the decals especially let it down, but it does look more or less like a Buffalo at the end of it all and that's the main thing. It's a fairly quick and enjoyable build after a bit of cleaning up and certainly fun for trying out the various wacky USN colour schemes, though I wouldn't rush out to buy it on that basis...

● SAMI

Mi-24V

HOBBYBOSS 1/72

BY **KONSTANTINE MALINOVSKY**

From the mid '70s the Mi-24 in its various versions became the main attack helicopter of the Soviet and then Russian Air Force. In the last 30 years this aircraft participated in numerous conflicts all over the globe and proved to be a highly reliable and fearsome weapons platform. Nicknamed 'Crocodile' in the Russian Army, it is still being used extensively and, as the recent conflicts proved, very effectively.

There are a few kits of the Mi-24 on the market from various producers but all of them are dated and absolutely all suffer inaccuracies that are very hard to correct. Naturally, I was anxious to see how the new kit fares in this area. For the basis I took the scale drawings from *Aviatsia and Vremia* magazine (reportedly they are very close to those published by 4+). The kit corresponds to the drawings almost perfectly with minor deviations in the fuselage area. Most importantly for a helicopter kit, the main rotor is finally made correctly. The shape, length and positioning of the rotor blades and other components are spot on and will not require any surgery.

The parts are moulded in light grey soft plastic. Cockpit glazing is made as a single piece and this leads to the two shortcomings: although the correct shape of a rather complicated part has been achieved with a satisfactory result, the part is incredibly thick, and despite the clarity of the plastic the lens effect is unavoidable; and secondly, there is no option to built the kit with the cockpit door and hatch opened. There is also a conspicuous ugly seam going through the top of the canopy, so a modeller will have to factor in another 45 minutes or so for careful sanding down and polishing.

Construction

The interior in this kit would give a run for their money to most of the resin upgrade kits. The details are crisp and the fit of the parts is superb. The cockpit is assembled together with the cargo compartment, and after painting all the tiny dials, knobs and switches looks very realistic. With very little effort and very few scratch built parts the pilot's office can easily compare with the level of details in larger scales.

The wheel wells are also glued in from the inside and have some decent details in them, and the main undercarriage legs are a rather complicated affair faithfully reproducing the original. The instructions suggest assembling them before installing the wells into the fuselage, but I decided to postpone it until the end, which was a mistake as squeezing them in after the assembly became rather complicated.

Mi-24V Hind-E

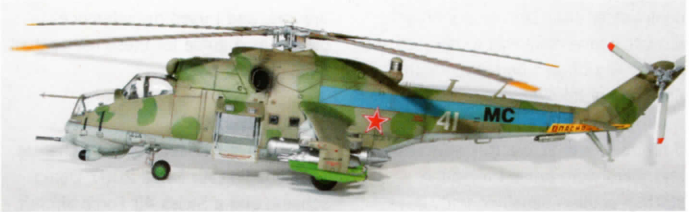
TECHNICAL DATA

Scale: 1/72	Kit No: 87220
Price: £TBC	Decal Options: 2
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 71, Clear 9	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

I was somewhat skeptical about the complex interior assembly fitting between the fuselage halves, but to my great surprise it fitted snugly and actually made the whole fuselage rather sturdy. Confidently as always, I decided to paint and install the exhaust nozzles after assembly (contrary to the instruction sheet) and again found it immensely difficult to put them in place correctly. I guess sometimes the instructions are worth paying attention to!

The rest of the assembly went forward without major problems, with some minor complications in the following areas:

- The tail boom has the aerials moulded on. They are in the correct places, good shape and to scale, but the area behind them leaves a nasty recess after the fuselage halves are glued together. It is not a huge problem, but it may make sense to cut off the aerials, fix the tail boom and them glue them back.
- The range finder's cover is made of two parts. On the one hand this helps to reproduce the complicated shape of the unit but unfortunately the fit is far from great and sanding will be required.
- The fit of the weapons pylons will require some putty.
- The fit of the turbines' cowling on top of the fuselage is not faultless and will require dry-fitting and correction.



The main rotor assembly presented no problems at all, the only hard part being the painting, as there are at least six colors to be used. Speaking of the colors – the instructions are mistaken, as the rotor blades on Mi-24s are black only on their undersides, the top of them being either grey or green. The ends of the blades are yellow and never red (as Hobby Boss suggests) and the edge of the blade should be aluminum. The 'Jesus nut' on most of the Russian Mi-24s is white. HobbyBoss omitted the slight sag the Hind's blades normally have so a modeller will have to replicate this by heating the blades lightly and bending them.

HobbyBoss offers an impressive choice of weapons occupying two complete sprues. Unfortunately, as often happens, many of the pieces are rather inaccurate, and cannot be used on the model (something else to be addressed by aftermarket producers). The weapons that look most acceptable are: UB-32, PTB-450, GUV and FAB-250, though the fins and the ring are far too thick. The 9M17 assembly is not bad and may be considered passable but I had ACE etched replacements for them, so I did not use them.

Colour Options

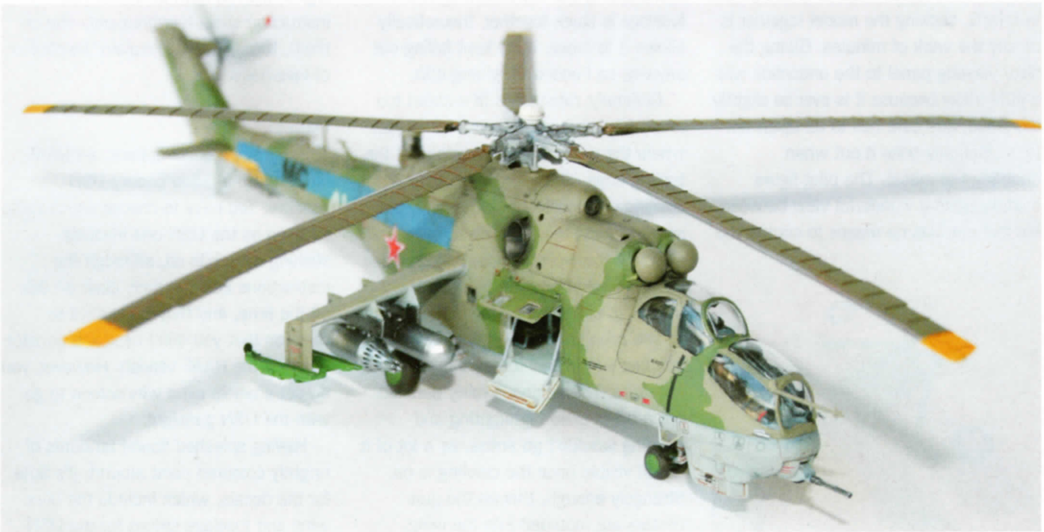
This is an area where this kit fails. Two versions are provided, one a well publicized Iraqi aircraft captured by the 82nd Airborne during operation Desert Storm and the second a Russian Air Force machine from the second Chechen war. Both of the variants are well known with photographs available to the general public. Unfortunately the Iraqi helicopter was a Mi-35, so some minor alteration would be required if one decides to built the machine in these colors. The second version is not applicable to this mark of Mi-24 at all, as the actual aircraft is a Mi-24P with two 30mm cannon on the starboard side of the fuselage. Thus, none of the variants suggested by the producer is directly applicable to the model.

Still there are a number of aftermarket decal sheets that can be used for the completion of this kit. For this model I used the Begemot offering and the stencils from the kit's sheet. They appeared to be of superb quality with great density and conformed with the model's surface very well.

Conclusion

It is very easy for me to rate this model, as sometimes a kit appears on the market, which makes all the existing kits of the prototype obsolete. In the case of the Mi-24V from HobbyBoss, it is now the only game in town and we have finally received an accurate scaled down representation of this outstanding helicopter. I am sure the aftermarket producers will address the weaker areas of the kit in no time, as well as producing conversion kits to allow different versions to be built. As for me, I will definitely buy a few more of these kits in the very near future.

● SAMI



DFS 468

BIRD MODELS **1/72**

BY **WILLIE SMITH**

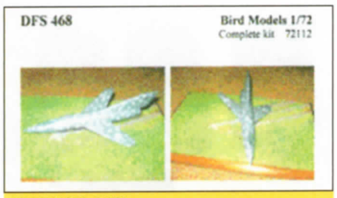
Among the various small producers of items for the Luftwaffe '46 fan is Rudolph Vogel's Bird Models from Germany. Bird Models have more than a dozen offerings, most of which are conversions for mainstream items, but recently a number of complete kits have been produced, the latest of which is the DFS 468. This paper project was proposed as a piggyback-launched, high speed, high altitude reconnaissance development of the DFS 346 which itself was an improvement on the DFS 228 research aircraft.

Construction

After washing the eight parts the excess resin was removed and the three main fuselage pieces were assembled. The joining surfaces had to be adjusted with a little judicious filing to get a reasonable fit. The wings, tail and stabilizer also needed filing to fit and all the joints required filler and sanding.

An unusual feature is that the wings and nose have some nice engraved panel lines but these are missing from the rest of the aircraft, so with some modeller's license I engraved new lines over the rest of the airframe. The vacform canopy is very clear but I found it too thin and the shape very indistinct and after spending far too much time trying to produce the correct shape I binned it and used a canopy from my spares box that had a similar profile.

A small amount of detail was added to the empty cockpit area before the replacement canopy was attached.


DFS 468

Bird Models 1/72
Complete kit 72112

TECHNICAL DATA

Scale: 1/72	Kit No: 72112
Price: £19.00	Decal Options:
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 9, Vacform Clear 1	
Manufacturer: Bird Models	

Colour Options

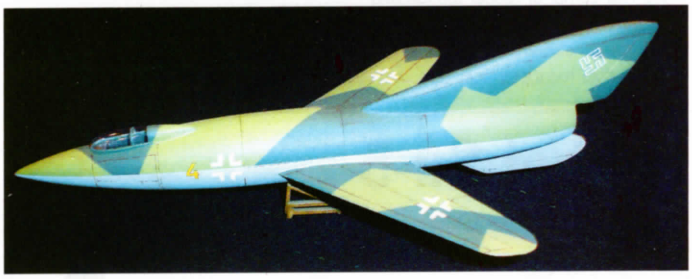
As the instructions offer no suggestions for a colour scheme and no decals are provided, I chose to paint the model with Xtracrlix light blue RLM 76 on the undersides with the upper surfaces in the two greens RLM 82/83. I used rub-down decals from my decal stash and topped it all with Humbrol matt varnish.

Conclusion

I could find only two references to this aircraft between the Internet and my library, neither of which gave dimensions or a drawing so I can't vouch for the accuracy of the finished model, although in the instructions reference is made to a drawing in *Geheimprojeckte der DFS* by Horst Lommel.

This is certainly an interesting aircraft and adds another kit to a seemingly endless supply of Luftwaffe projects. It was not the fall-together product that some modellers seem to prefer but that said it is eminently buildable. Having built a number of Bird Model products I found this one much less daunting than some of the others, so if one is not put off by a little extra work a nice model can be the end result.

● **SAMI**



Zlin 526F Trener

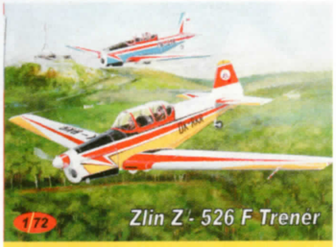
AZ MODELS **1/72**

BY **PAUL JANICKI**

The first thing that struck me about this kit was the packaging, which strongly resembles the original KP kits of the 70s. The artwork and side panels follow the same format with exception of the maker's logos and the addition of multi-views on the underside showing the options possible. The contents however are all current Czech style mouldings with some resin and etch and a nice decal sheet to round it all off.

Construction

The accompanying instructions are minimal but sufficient to guide one through the build. The cockpit area is quite adequately detailed with a mix of resin and plastic with the etch finishing off by way of seat belts and instrument panels. The fuselage halves have those chunky ejector protrusions that need careful removal to ensure fit and avoid interfering with the interior. Colouring the interior is a matter of translating the Czech terms for the colours or, as I did, guess and paint to suit

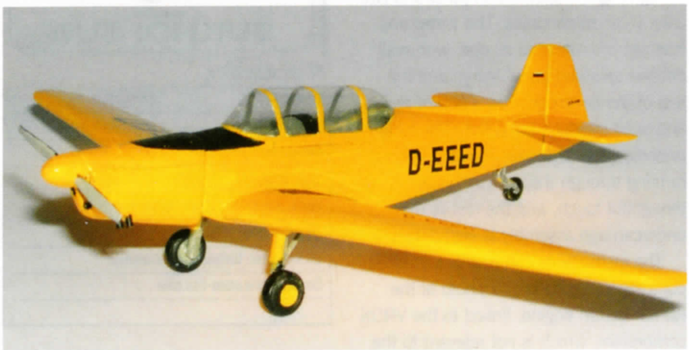


TECHNICAL DATA

Scale: 1/72	Kit No: AZCZ15
Price: £TBC	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Parts: Plastic 18, Etched 16, Resin 8, Vacform Clear 2	
Manufacturer: AZ Models	
UK Importer: Hannants	
US Importer: Squadron MMD	

The same lugs appear on each wing half, and these also need extra work in thinning down the trailing edges and a tidying of the leading edges and wheel bay openings. The wings and tailplanes are butt joins. I didn't have too much bother with this but you may wish to add your own preferred method of strengthening spars. Adding the resin engine is a breeze once all necessary work in removing the casting block and squaring up of the mating surfaces has been done.

The undercarriage is quite a simple affair with resin wheels and becomes quite sturdy when set, which leaves, finally, the vacform canopy. The mouldings are OK but it is the cutting out that makes or breaks the end result. I ended up using the spare provided, and this settled in place aided by MEK.



Colour Options

Four options are possible, all fairly colourful. OK-RKR in a standard Zlin scheme, an Iraqi Air Force silver doped example, serial 920, an overall yellow finished D-EEED of Germany, and UK operated G-PCDP in a classic aerobatic display scheme quite similar to the ones back in the '70s when displayed by the late Neil Williams

The decals are very nicely printed but care is needed in applying as they are very thin but settle well with the regular decal solutions and a coat of your favourite varnish. Personally I would have preferred a more complete and fuller set of decals for the fairly complicated, more colourful, Czech example in lieu of the Iraqi and German options.

Conclusions

A nice product from AZ that captures the Zlin well, and quite an easy build that would suit most modellers with some suitable time working with resin and etch. I note there are other versions of this family of Zlins from AZ that would make an interesting collection. However, D-EEED will settle in nicely with my old Aeroteam's kit of the fixed undercarriage 326 model. Now on with the next!

● **SAMI**

North American B-25J Mitchell (solid nose)

REVELL **1/72**

BY BRIAN DERBYSHIRE

Once I wished Monogram's 1/48 B-25J strafer could be shrunk to 1/72. It came true! Even better, the panel lines are now finely recessed, and the gun barrels are dimpled. Apart from the nose, it's identical to the Hasegawa –H and -J. Refer to John McIllmurray's article in SAMI for March 1995 if you're a superdetailer. Kit-bashers, read on.

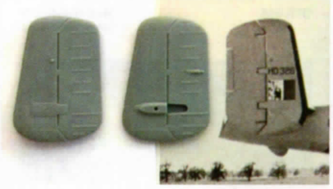
I can find only a very few external nits to pick:

- Tailplane span a touch short, at the fin end. (The elevator is OK.) It doesn't show
- Top rear corner of rudder too full and square
- The control surfaces have coarse raised ribs: reduce to near zero
- The top turret cupola sits a little high and unevenly: adjust all four supports
- The inboard ends of the flaps disappear into the wing sockets: re-scribe.

Revell
B-25 J MITCHELL
1:72
04360

TECHNICAL DATA

Scale: 1/72	Kit No: 04360
Price: £14.99	Decal Options: 3
Panel Lines: recessed	
Type: Injection Moulded plastic	
Parts: Plastic 109, Clear 9	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell/Monogram	



The kit is beautifully and convincingly detailed, but the interior has only the H model's navigator/loader's jump seat to starboard. For any other version find another (proper) pilot's seat. Much else is simplified or omitted, but what's supplied makes it look pretty busy inside.

The trailing edges are rather thick - scrape them thinner, from the inside. It's worth both the ten minutes' tedium, and the extra filler needed round the wing joint.

The instructions are in Revell's usual multilingual, pictorial style. Only Revell paint numbers and names are given, and the symbols for solid/clear parts/transfers are not very distinctive. Personally I don't like them, but they'll do. Construction is generally trouble free, although some filling and filing is needed around the wing/nacelle joints. It's safer to make provision to install the delicate nosegear leg at a late stage – the same goes for the tail guns. Note that part A8 was routinely omitted by 5th AF.

Eight grams of nose weight is suggested. Twenty + grams are really needed, but my main legs haven't broken yet. While on the subject of main gear, shorten the ends of the mainwheel axles, to improve the wheels' fit.

The forward rows of exhaust fairings are separate items, to be individually

Sukhoi Su-5

MASTER X **1/72**

BY TIM LARGE

Well, this was a nice surprise! The kit features nineteen nicely moulded green resin parts and two clear vacform canopies. The wings and fuselage are moulded as one, with well defined recessed panel lining, and the rest of the parts come on a film of resin and need careful cutting out. The main undercarriage legs have metal supports running through them, which is a thoughtful touch, and the rest of the undercarriage assembly is well detailed.

The instructions come with a comprehensive history, a photo of the Klimov piston engine, linked to the VRDK compressor, which is not relevant to the build, but of interest to anyone looking into the development of early Soviet jet technology. The build guide consists of one small exploded diagram, which is OK, but you will need to do some research as the placement of the whole undercarriage assembly is erroneous. Finally there is a paint and decal guide, which shows where to place the six stars on the small decal sheet.

Construction

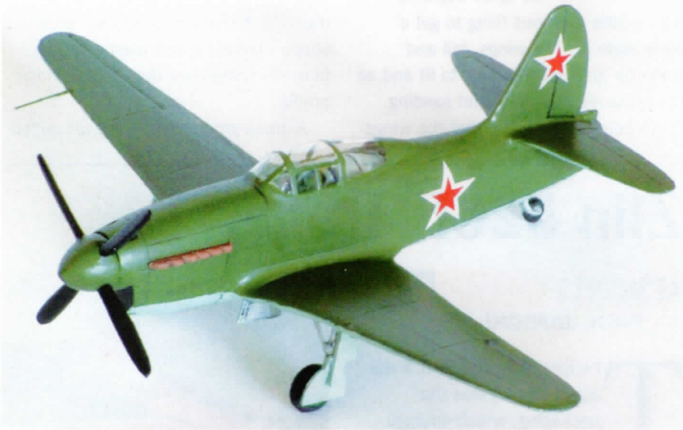
There is not a lot here to assemble, but you will be pleased to know that all parts fitted very well. A small amount of filler was required around the base of the tail/rudder as well as some to blend the bottom of canopy – which latter is well formed, clear, and without any blemishes. If there is a down side to the kit, it is the basic cockpit, and although the front instrument shroud and rear panel are well represented, the cockpit itself is just a hole where the seat and control stick go, without even a decal to represent the instrument panel.

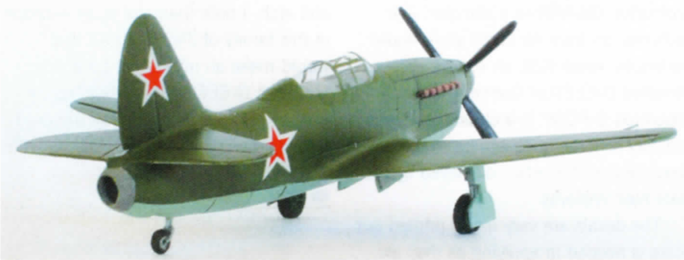
The intake is solid, and could do with whittling out, while the outlet is better, with the variable exhausts being a separate hollow part. The undercarriage assembly is made up from five parts each side, the leg and wheel, which is well moulded, while the other three parts are the wheel bay covers. The two separate exhausts and the one-piece prop were added, with the vacform canopy fitted last. This is a really nice item, with well defined framing. It did need a little filler around the joint to the fuselage, but I have found that is not unusual with vacform canopies.

1/72
Resin Kit
SUKHOI SU 5

TECHNICAL DATA

Scale: 1/72	Kit No: N/A
Price: TBC	Decal Options: 1
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 18, Vacform Clear 1	
Manufacturer: Master X	
US Importer: Unique Master models	
Contact www.umm-usa.com	





Colour Options

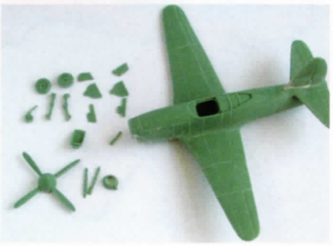
There is just the one colour scheme. Upper surfaces are green, for which I used Humbrol Russian Green (#114) with blue undersides (Humbrol #65). The kit was then given a coat of Gloss Poly, and once the decals were dry the whole aircraft got a coat of silk, as the Su-5 had a highly polished surface. The six stars provided on the decal sheet are of the wrong type, according to my photo references, which suggest they were red with a large white border. Of course this may have changed over time, but to conform with my known sources I used spare items from Academy's Il-2.

Conclusions

I'm always pleased to build any early jet aircraft, and Master X must be thanked for producing the Su-5. It's not the world's most popular aircraft, and they have done a good job here capturing the look and outlines of Sukhoi's strange machine. The kit is easy to make, though you will need some references as the instructions are inconclusive as to the fit of some parts, especially the undercarriage.

The Su-5 has been realised before by CMK in resin and MPM's vacform, both some years ago, so Master X's kit is most welcome for anyone interested in early jets and/or Soviet World War Two aircraft. I do hope they continue this range – maybe with the twin-engined Su-9/11/13. I live in hope.

● SAMI



attached to the cowlings. This job must not be attempted on deep or patterned carpet.

Colour Options

Three options are provided:

1. *Emergency Strip* from the Wolfpack, alias 71BS, 38BG, 5th AF. Occupation Force, late 1945, in Olive Drab/Grey
2. *Lady Lil* from the Air Apaches' 498BS, 345BG, 5th AF. Luzon, May '45, in bare metal. Lil's skirt should be white with red flowers and green leaves
3. M-440 of 18 Sq. KNIL-ML, Balikpapan 1946. This aircraft would probably have had the top turret removed; like her squadron mates.

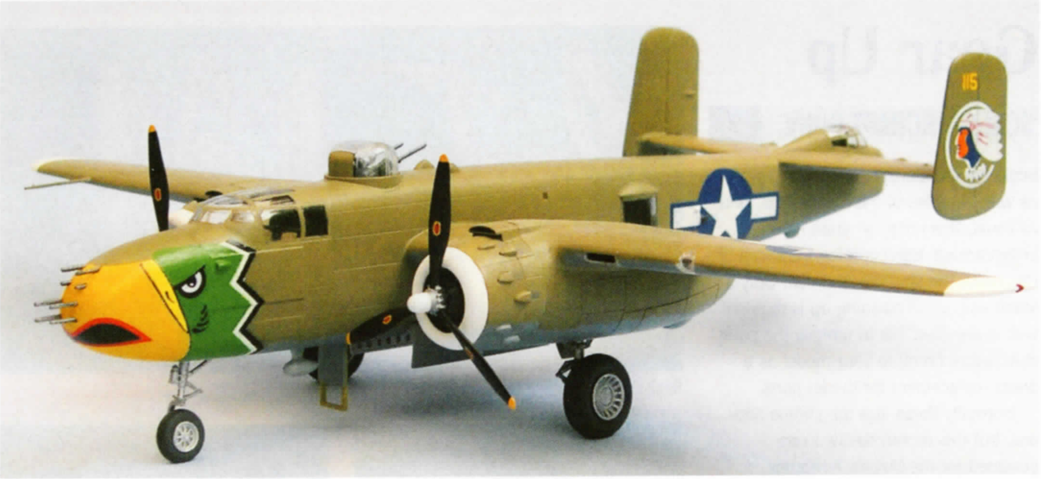
There are dozens of items on the sheet, including instrument panels and stencilling. The whites are a touch transparent, but they go on well enough. Note that all three aircraft would have had their package guns removed: they were pigs to keep lined up. 5th AF often deleted the waist guns too, preferring violent evasive action.

My model represents one of *Lil's* squadron mates, right at the tail end of the War.

Conclusion

If you haven't already, go and buy one of these Mitchells now. (but don't try to convert it to an earlier version unless you really, really know your stuff.) Well done Hasegawa – and Revell – yes, I've counted rivets, but overall, superlatives fail me!

● **SAMI**



Nieuport N.28 C-1

REVELL **1/72**

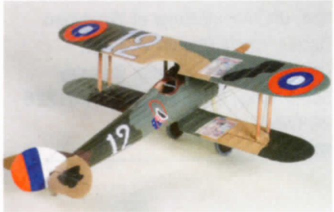
BY DAVE HOOPER

Here we have another WW1 reissue from Revell and again this tooling dates back to the 1960s. After the Sopwith Triplane this is perhaps one of the most welcome returns as there are currently no other toolings of the Nieuport 28 available in this scale. In contrast to the Sopwith Triplane, the Nieuport 28 moulds appear still to be in pretty good condition. When compared to an earlier release of this kit there is some loss of definition but if anything this enhances the product as the earlier releases were, if anything, a little too sharp for my liking. Considering the kit's age and usage the amount of flash is minimal and the few injection moulding points found on the wings are less prominent than on other WW1 releases. As one would expect from a tooling this old the fabric detail is a little on the heavy side, but certainly not the worst I have seen. The instructions are in Revell's usual format, easy to follow and comprehensive enough to complete the kit without problems.

Construction

The first thing I did was to throw out the pilot figure, not that I have anything against using pilots in my models, but this particular example could not by any stretch of the imagination be said to represent a pilot from the WW1 era. With the pilot ditched I opted to fill the resulting gap with a cockpit built from a mixture of parts from my spares box and scratchbuilt items. The general fit of the major parts is extremely good and nowhere is this more apparent than when fitting the two fuselage halves together. The underside of the fuselage nose area includes a cylindrical section which has been added to allow easy fit of the undercarriage, and this has no business being there so I decided removed it with a razor saw. The kit itself is reasonably accurate with one exception: the cowling, which is the wrong shape and lacks all the vents. To modify this part I began by making the opening wider. The edges of the cowling were then subjected to a heavy bout of sanding to give the part a much more rounded profile. Finally, underside vents were marked and drilled out.

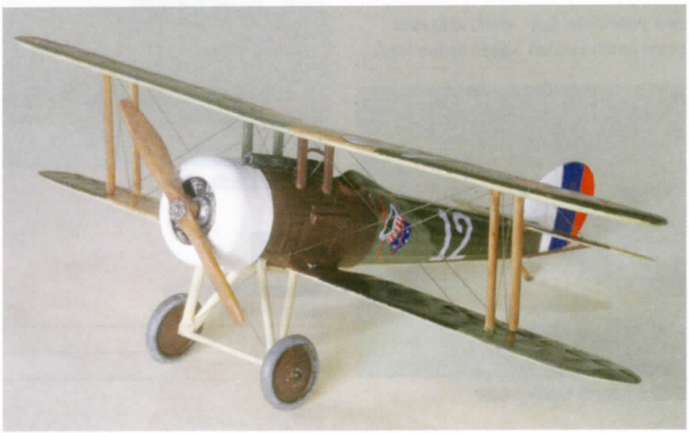
The kit is supplied with two Vickers machine guns which have perhaps seen better days, but it must be noted that some American Ni.28s had only one gun, including 'White 12.' I used an Aeroclub replacement on my model. The wings were easy to fit although I did replace the struts with brass Strutz out of habit. The undercarriage axle is particularly chunky and it would be wise to replace this with rod of a more realistic size. As a follow on from this the axle location point in the wheel holes need to be made smaller and I used plastic tubing for this purpose. Finally the propeller was not particularly realistic looking and I replaced this with a suitable item from my spares box.



Revell
Nieuport N.28 C-1
1:72
04189

TECHNICAL DATA

Scale: 1/72	Kit No: 04189
Price: £2.99	Decal Options: 1
Panel Lines: Raised	Status: Reissue
Type: Injection Moulded Plastic	
Parts: Plastic 28	
Manufacturer: Revell AG	
UK Importer: Revell UK	
US Importer: Revell-Monogram	



Colour options

The kit comes with one decal option, that of Rickenbacker's 'White 12.' As with all wartime Nieuport 28s, the aircraft is finished in the standard five-colour French camouflage scheme. The decals are generally pretty impressive and include a pair of reasonable 'third liberty loan' posters. However, these posters are subject to the limitations of the decal printing process in that they only contain four or five colours and therefore look a little comic-like. Also it seems strange to me that there are two different sized posters; one to fit the lower wing and one to fit the upper wing. Surely both posters would have been the same standard size? With these misgivings in mind I decided to print my own posters using an image of the original from the Internet as my source. These issues aside, I was otherwise extremely impressed with the quality and usability of the Revell decals supplied with the kit.

Conclusion

This is a great little kit to spend your pocket money on. It's cheap, reasonably accurate, and fun to build. The Nieuport 28 has always been a popular subject with modellers but for some strange reason this is still the only injection moulded 1/72 tooling available. Don't let the age of the kit put you off, as it only takes minimal remedial work and a few easily available replacements to turn this model into a finished item that will sit happily next to the very best items in your collection without looking too out of place.

● **SAMI**

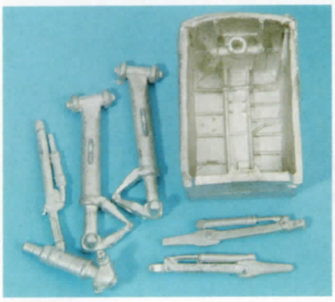
Accessories

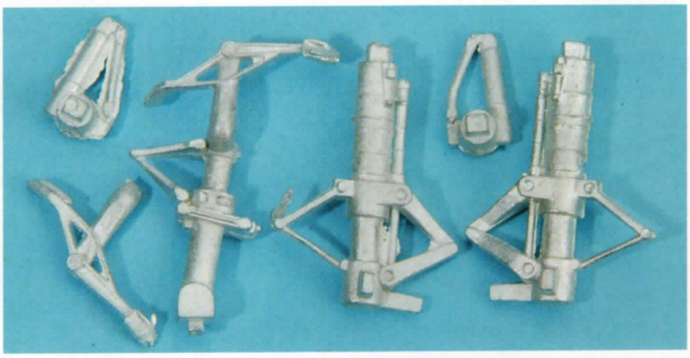
Gear Up

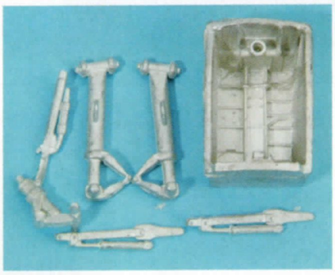
SCALE AIRCRAFT CONV.

Scale Aircraft Conversions have provided us with samples of their latest sets, and as usual, this range of white metal undercarriage legs combine the detail of resin with the strength of metal. Only a small amount of cleaning up is required with a jewellers' file to remove the pour stub before fitting to your model as a direct replacement for the kit parts.

Normally these legs are simple add-ons, but this month the two sets designed for the Classic Airframes Canberra also correct the very obvious sit problem of this model by including a new nosewheel bay, which also adds some much needed weight to the nose.

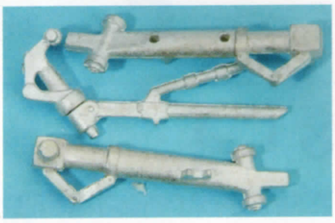

B-57 Canberra Landing Gear


Saab Draken Landing Gear


Canberra Landing Gear

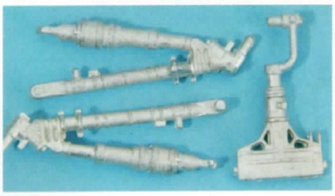
1/48

Canberra Landing Gear
Product No: 48010
Designed for: Classic Airframes
Price: TBC


Canberra Landing Gear

B-57 Canberra Landing Gear
Product No: 48011
Designed for: Classic Airframes
Price: TBC

Canberra Landing Gear
Product No: 48012
Designed for: Airfix
Price: TBC


F-16C Landing Gear

Saab Draken Landing Gear
Product No: 48013
Designed for: Hasegawa
Price: TBC

1/32

F-16C Landing Gear
Product No: 32020
Designed for: Academy
Price: TBC

Conclusion

Very high quality and easy to fit, and if you have a Classic Airframes Canberra you really should invest in one of these sets and build the kit before Airfix's new model hits the hobby shop shelves.

These samples were provided by Scale Aircraft Conversions and will be available to purchase in the UK from A2Zee at www.a2zeemodels.com. The manufacturers also have their own web site at www.scaleaircraftconversions.com

● SAMI

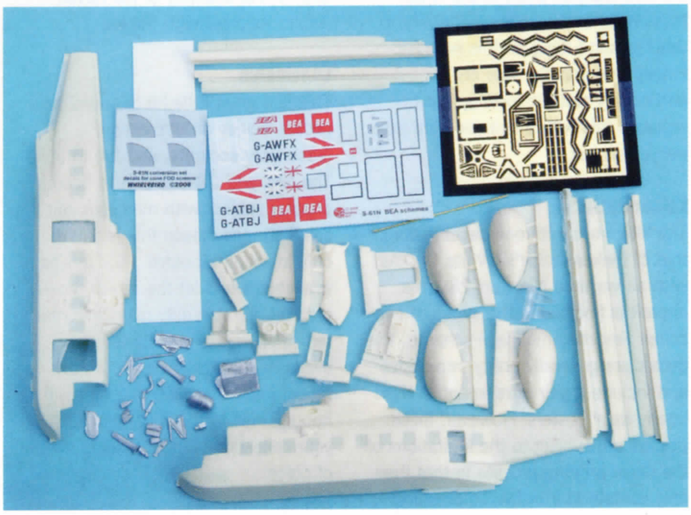
Rotor Heads

WHIRLYBIRD DECALS

Passed to us at Telford was a new conversion from Whirlybird to change any of Revell's new Sea King family to the civilian S-61N. This is a major conversion that replaces large sections of the donor kit with some beautifully cast cream resin. But it does not stop there, as you also have a large sheet of etched brass and a selection of white metal parts to add detail and strength to the finished model.

The instructions are very comprehensive using a mix of text and captioned photographs to guide you through the conversion process, and a nice touch is the inclusion of a scale template for the cabin floor and rear bulkhead.

Finally you are supplied with a decal sheet to produce some attractive schemes, your options depending upon the boxing you purchase.



1/72

Sikorsky S-61N Conversion: Coastguard and Bristow
Part No:WBA72 -050 Price: £36.00
Designed for: Revell

This set includes the Coastguard aircraft seen in the BBC documentary series Seaside Rescue, which also supplies most of the detail shots in the instructions. As an alternative you also get two examples operated by Bristow.

Sikorsky S-61N Conversion: KLM
Part No:WBA72 -056 Price: £36.00
Designed for: Revell

This option provides decals for an example operated by KLM airlines in a similar scheme to their airliners.

Sikorsky S-61N Conversion: BEA
Part No:WBA72 -055 Price: £36.00
Designed for: Revell

The boxing we received for review features two British schemes from 35 years ago, both operated by BEA. The first is the classic red square scheme and the second is the Speedjack marking that I always associate with the BAe Trident.

Conclusion

This is a comprehensive conversion, which is reflected in the price, but quality rarely comes cheap and our set is being passed on for a full build in a future issue.

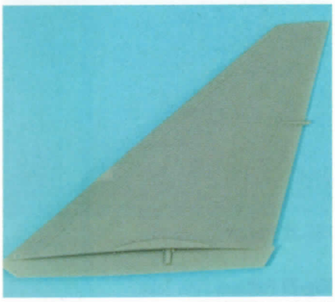
These items can be ordered direct from the manufacturer at Whirlybird Decals, Christ Church Vicarage, Doncaster Road, Ardsley, Barnsley, South Yorks, S71 5EF Tel 44 (0)1226 203784.

● SAMI

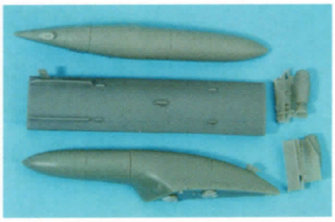
Load Out

ODDS & ORDNANCE

A new manufacturer supplied us with samples of their range at Telford and as their title suggests they mainly deal with things that hang under wings. All of the sets we received are cleanly cast in grey resin and the set for the Wyvern includes a small shark's mouth nose art decal to add to the drop tank.



OAO 72004 Revised Fin with Intake for TSR.2



OAO 72002 SAAF Blackburn Buccaneer S.50

1/72

OAO 72001 Westland Wyvern
Drop tank +Pylon + Radio Bombing Antenna
Designed for: Trumpeter Price: £4.50

OAO 72002 SAAF Blackburn Buccaneer S.50
2 x Slip Tanks, 2 x BS605 Rocket Motors, 1 x Bomb Door
Designed for: CMR Price: £4.50

OAO 72003 SAAF Blackburn Buccaneer S.50
Identical to the set above but for the Airfix kit

OAO 72005 SAAF Blackburn Buccaneer S.50

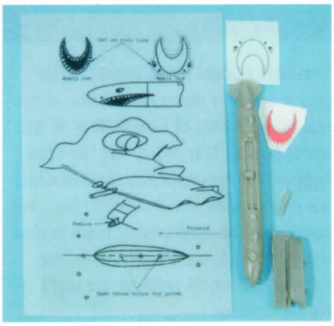
OAO 72004 Revised Fin with Intake for TSR.2
Designed for: Airfix Price: £4.00

OAO 72005 SAAF Blackburn Buccaneer S.50
1 x Bomb door
Designed for: Airfix Price: £3.50

Conclusion

Though 1/72 is not normally my thing these sets are very nice and if you have an Airfix TSR.2 in your store or can obtain one at a reasonable price the corrected tail is a must-have accessory.

Next up will be another set for the TSR 2, this time supplying some weapons and pylons, plus a set supplying AS.30 missiles for SAAF Buccaners.



OAO 72001 Westland Wyvern

For ordering information on this range you can contact Odds and Ordnance via Email at oddsandordnance@yahoo.co.uk or by mail at Tigh Carbman, 18 Harrapool, Broadford, Isle of Skye, IV49 9AH.

● SAMI

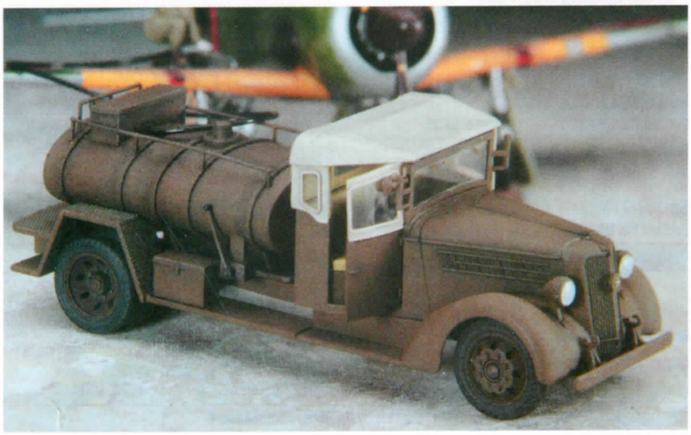
Nobody's Fuel

HASEGAWA

Now I know that some readers object to our featuring vehicle kits in a model aviation magazine, but there is no doubt that the latest Hasegawa kit will be sold mainly to aviation modellers for inclusion in airfield dioramas, so it warrants a small review in the accessories section.

1/48

Isuzu TX40 Fuel Truck
Price: £14.99



The Isuzu fuel truck was first included with Hasegawa's Nick but has now been released as a kit in its own right. The TX40 was the basis for a whole family off different truck bodies and the fuel tanker was used by both the Japanese Army and Navy so can be displayed with a wide selection of aircraft types.

The model can be assembled with the an injection moulded fuelling hose curled up on the roof, or by using a mix of plastic and vinyl hosing, in a working pose, fuelling an aircraft. If you decide to produce a fuelling diorama you also have two ground crew, a set of wooden chocks, four oil barrels, a really nice open tool box, and finally a ten-piece fire extinguisher trolley - an item that can be seen in a lot of period photographs.

Conclusion

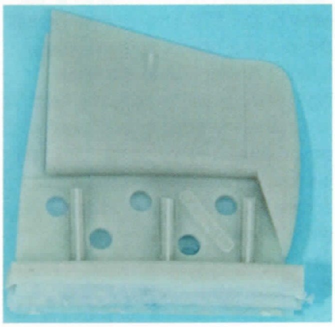
If the subject interests you, this may be a worthwhile purchase but bear in mind that the very attractive twin-engined Hasegawa Nick is still available, with this kit included, for £29, which may strike some modellers as better value.

● SAMI

Canberra Updates

CAMMETT

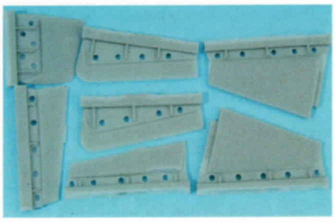
The Airfix Canberra has caused a flurry of activity from the English aftermarket manufacturers and this includes Cammett, who have produced a couple of detail sets and a comprehensive conversion for the attractive Canberra prototype that includes two styles of rudder and a clear resin canopy, plus a sets of adhesive painting masks.



Canberra Replacement Rudder

1/48

Canberra Prototype VN799 Conversion
Designed for: Airfix Price: £13.99



Canberra Replacement Flying Controls

Canberra Replacement Flying Controls
Designed for: Airfix Price: £9.95

Canberra Etched Brass Landing Flaps
Designed for: Airfix Price: £8.50

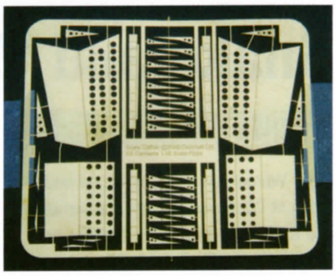
Canberra Replacement Rudder
Designed for: Airfix Price: £3.50

Conclusion

All of these sets can be recommended but it was the cheapest that pleased me most as it is a simple replacment for the Airfix kit's heavily engraved rudder, and by spending £3.50 you can save yourself a tedious filling job.

All of these items can be purchased from www.cammett.co.uk

● SAMI



Canberra Etched Brass Landing Flaps

Canberra Prototype VN799 Conversion

Rapid Resin

QUICKBOOST

The Aires budget range makes up for only a few new items last month with a real bumper crop of new stuff in all the major scales. This month we have the normal high quality resin, most of which are direct replacements for kit parts, but continuing the recent trend there is also a small easy to do conversion for the Eduard Hellcat, to produce the night fighter version.

1/72

Spitfire Mk VIII Exhaust Round
Product No: QB 72 171 Price: £2.40
Designed for: Hasegawa

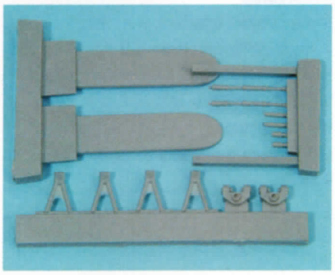
A-4 IDF Skyhawk DEFA 30mm Guns
Product No: QB 72 172 Price: £3.20
Designed for: Fujimi

Su-15TM Flagon F Corrected Nose
Product No: QB 72 173 Price: £4.30
Designed for: Trumpeter

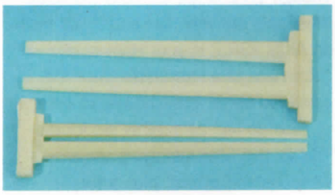
T-28 Trojan/Fennec Engine
Product No: QB 72 174 Price: £4.30
Designed for: Heller

MiG-15 Exhaust Nozzle
Product No: QB 72 175 Price: £3.20
Designed for: Hobby Boss

Su-15TM Flagon-F Pitot Tube
Product No: QB 72 176 Price: £3.20
Designed for: Trumpeter


I-16 Skid landing Gear

T-28 Trojan/Fennec Engine


Messerschmitt Bf 110 C/D Slats

1/48

P-51B/C Mustang Wing Flaps
Product No: QB 48 205 Price: £3.20
Designed for: Tamiya

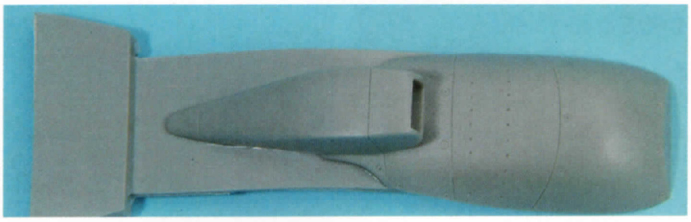
I-16 Skid Landing Gear
Product No: QB 48 206 Price: £4.35
Designed for: Eduard

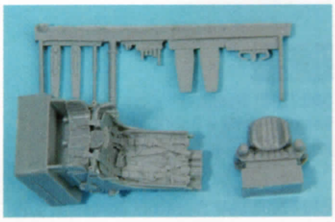
Su-15TM Flagon-F Corrected Nose
Product No: QB 48 207 Price: £5.85
Designed for: Trumpeter

Wellington Fuel Outlet Pipes Closed Flaps
Product No: QB 48 208 Price: £3.20
Designed for: Trumpeter

JAS 39D Gripen Air Scoops
Product No: QB 48 209 Price: £3.20
Designed for: Italeri

Messerschmitt Bf 110C/D Slats
Product No: QB 48 210 Price: £4.35
Designed for: Eduard


Spitfire Mk Vb Trop engine cover with radiator


Su-25 Frogfoot Seat with Belts

Messerschmitt Bf 109G-6 Gun Barrels
Product No: QB 48 211 Price: £3.20
Designed for: Fujimi

Su-25 Frogfoot Seat with Belts
Product No: QB 48 213 Price: £4.50
Designed for: Revell

Spitfire Mk Vb Trop Engine Cover with Radiator
Product No: QB 48 212 Price: £4.35
Designed for: Tamiya

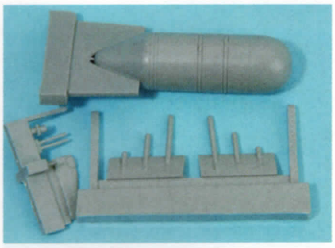
Su-15TM Flagon-F Pitot Tube
Product No: QB 48 214 Price: £3.20
Designed for: Trumpeter

F6F-3E Hellcat Conversion
Product No: QB 48 215 Price: £5.85
Designed for: Eduard

F6F-5/5E Hellcat 20mm Cannon
Product No: QB 48 216 Price: £3.20
Designed for: Eduard

1/32

Su-27 UB Ejection Seats
Product No: QB 32 043 Price: £8.15
Designed for: Trumpeter

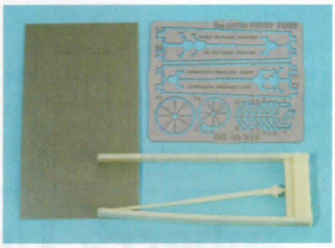

F6F-3E Hellcat Conversion

Mig-29 Fulcrum Pitot Tube
Product No: QB 32 042 Price: £3.20
Designed for: Trumpeter

Conclusion

The Su-15 flagon pitot tubes use a mix of brass and resin to good effect, and I particularly like the way the brass parts also supply a jig so you can line up all the components correctly. And after my recent unsuccessful attempts at trying to drop the slats on an Eduard Bf 110 I was very pleased to see a new Quickboost set that will make this task a quick and simple job. Quickboost resin is among the highest quality you can find, and if you have not tried them yet visit either LSA models and Hannants to view the now massive range.

● **SAMI**


Su-15TM Flagon-F Pitot Tube

Snake and Vac

WERNER WINGS

Floyd Werner has released his second batch of US Army Helicopter accessories, and to start we have a set that ties in nicely with the Fireball Models decal sheet for the OH-58D featured else where in this issue. Using a mix of white metal and resin this supplies the squatting landing gear currently being fitted to the OH-58D, a device that enables the helicopter to be rapidly loaded and deployed from a C-5 without major disassembly.

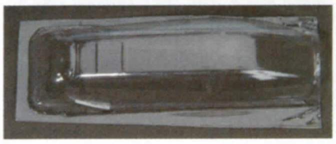
The second release is a crystal clear vacform canopy for the elderly Revell AH-1 Cobra and should be considered a must have, especially if you have fitted the Cobra company resin cockpit set.

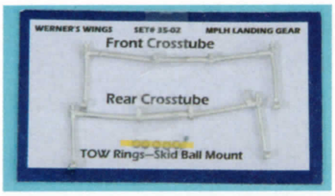
1/32

AH-1G Cobra Canopy
Part No:WW32-01
Designed for: Monogram/Revell
Price: $20.00

1/35

OH-58D Kiowa Warrior MPLH Landing Gear
Part No:WW35-02
Designed for: MRC/Academy
Price: T.B.C


AH-1G Cobra Canopy



OH-58D Kiowa Warrior MPLH Landing Gear

Conclusion

These sets are produced to the highest standard and I will be using all of the released OH-58D sets, and the Fireball Decals, on a Warrior in the very near future. I cannot wait to see what Werner Wings will be releasing next?

Anyone interested in these sets should contact Floyd Werner direct on his email at fwernerjr@comcast.net and he will advise you of postage costs. Payment can be made via PayPal.

● **SAMI**

Highlights

MODEL ALLIANCE

Along with the new decals, Model Alliance released a large selection of 1/72 resin sets at Telford this year. Most are to 1/72, and are cleanly cast in a cream resin with no pinholes or other imperfections to clean up, but the highlight for me is the selection of sets for the new Airfix 1/48 Canberra family.

1/72

MA CS.59 Hawker Sea Hurricane conversion
Designed for: Hasegawa Price: £7.50

MA CS.113 CLBS-100 Practice Bomb Dispensers
Designed for: Various Price: £5.00

MA CS.123 F-16I Sufa Avionics Spine
Designed for: Hasegawa Price: £7.50

MA CS.123 F-16 Avionics and Parachute Spine
Designed for: Hasegawa Price: £7.50

MA CS.123 F-16 600 Gallon Fuel Tanks
Designed for: Hasegawa Price: £7.50

MA CS.127 Hawker Hurricane 40mm Cannon and Blisters
Designed for: Hasegawa Price: £5.00

MA CS.128 Hawker Hurricane Armoured Radiators x3
Designed for: Hasegawa Price: £5.00

MA CS.140 Hawker Hurricane Mk I de Havilland Propellers x2
Designed for: Airfix Price: £5.00

MA CS.128 Hawker Hurricane Mk II
Designed for: Revell Price: £5.00

This set supplies 2 tropical filters and a camera pack

1/48

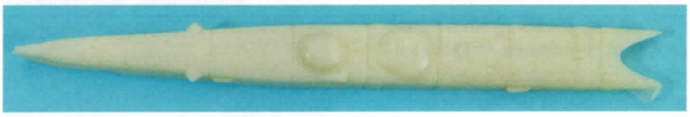
MA BCS.701 BAC/EE Canberra Avon 109 Engines
Designed for: Airfix Price: £5.00

MA BCS.702 BAC/EE Canberra B(I).6 & B(I).8 Gun Pack
Designed for: Airfix Price: £5.00

MA BCS.703 BAC/EE Canberra Practice Bomb Carrier & 25lb Bombs
Designed for: Airfix Price: £5.00

MA BCS.704 BAC/EE Canberra Underwing Pylons and Rocket Sets
Designed for: Airfix Price: £7.50

MA CS.123 F-16 Avionics + Parachute Spine

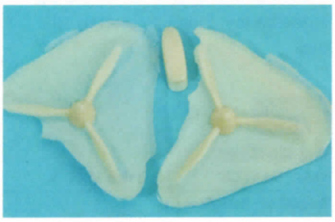

MA CS.123 F-16I Sufa Avionics Spine

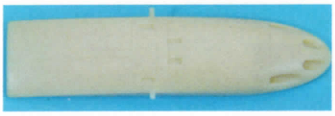
MA BCS.705 BAC/EE Canberra T-Shaped Aerials
Designed for: Airfix Price: £2.50

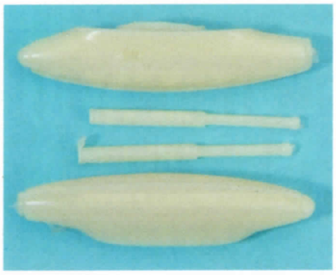
Conclusion

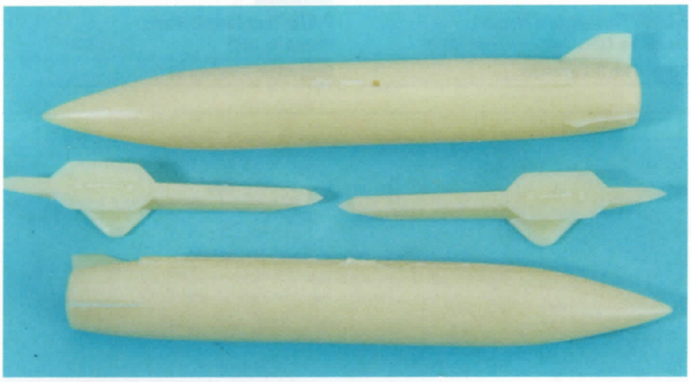
These resin sets, plus the extensive decal range, are available direct from the manufacturer at www.theaviationworkshop.co.uk

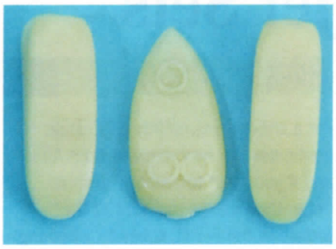
● SAMI

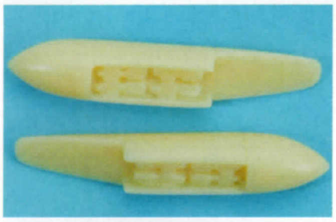

MA CS.140 Hawker Hurricane Mk I de Havilland Propellers x2

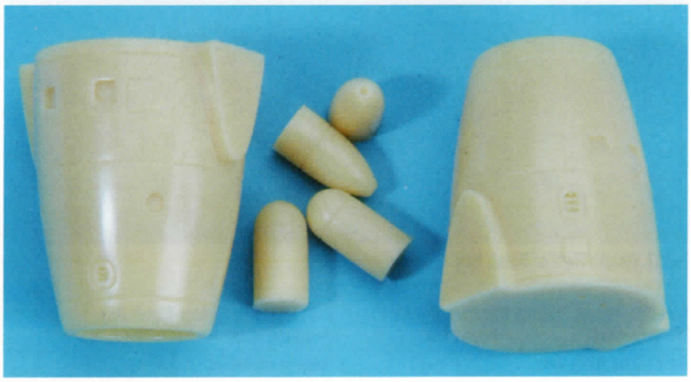

MA BCS.702 BAC/EE Canberra B(I).6 & B(I).8 Gun Pack

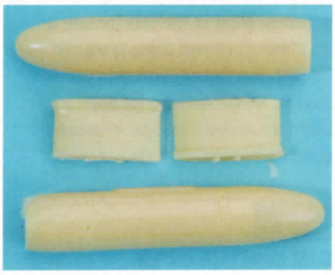

MA CS.127 Hawker Hurricane 40mm Cannon and Blisters

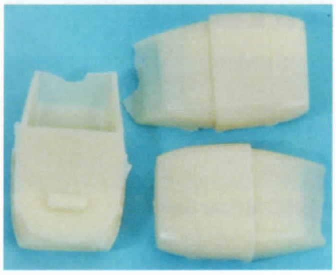

MA CS.123 F-16 600 Gallon Fuel Tanks

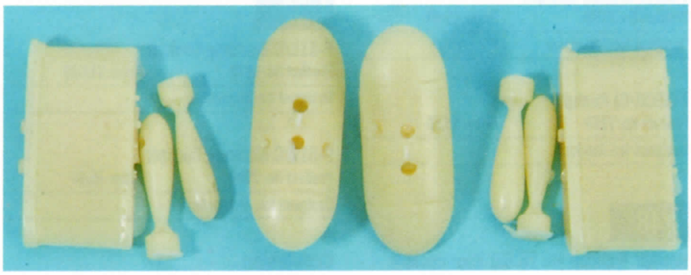

MA CS.128 Hawker Hurricane Mk II

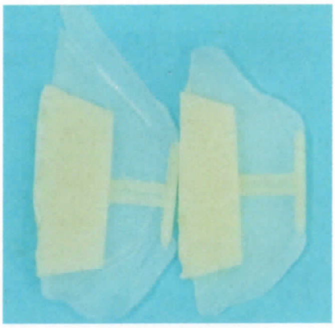

MA CS.113 CLBS-100 Practice Bomb Dispensers


MA BCS.701 BAC/EE Canberra Avon 109 Engines


MA BCS.704 BAC/EE Canberra Underwing Pylons and Rocket Sets


MA CS.128 Hawker Hurricane Armoured Radiators x3


MA BCS.703 BAC/EE Canberra Practice Bomb Carrier & 25lb Bombs


MA BCS.705 BAC/EE Canberra T-Shaped Aerials

MA CS.59 Hawker Sea Hurricane Conversion

Czech Frets

EDUARD

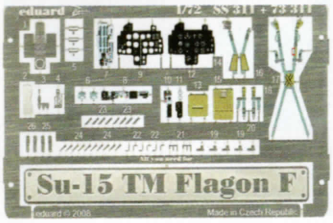
It seems to have been a quieter month on the etched front with Eduard, although they are still clearly aiming their product at key releases. Academy's Il-2 gets the colour treatment, and it is particularly nice to see items now coming on stream for the Trumpeter P-47N.

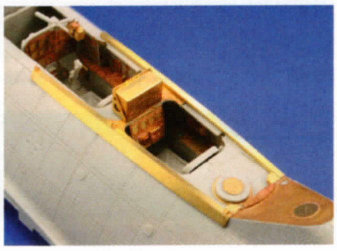
Look at that interior set for the big Schwalbe too. Plenty to keep us all busy…

1/72

Mi-8 Hip Masks
Product No: CX225 Price: £4.99
Designed for: HobbyBoss kit

Su-15TM Flagon F Zoom
Product No: SS311 (pre-painted/self-adhesive)
Designed for: Trumpeter kit Price: £6.85





Il-2 Stormovik Single Seater Zoom
Product No: SS312 (pre-painted/self-adhesive)
Designed for: Academy kit Price: £6.85

Su-15TM Flagon F
Product No: 73311(pre-painted/self-adhesive)
Designed for: Trumpeter kit Price: £14.40

IL-2 Stormovik Single Seater
Product No: 73312 (pre-painted/self-adhesive)
Designed for: Academy kit Price: £14.40

1/48

Spitfire Mk Vc Masks
Product No: EX259 Price: £4.99
Designed for: Special Hobby kit

F-105D Thunderchief Masks
Product No: EX261 Price: £4.99
Designed for: HobbyBoss kit

Fw 190A-6 Interior Zoom
Product No: FE424 (pre-painted/self-adhesive)
Designed for: Hasegawa kit Price: £8.15

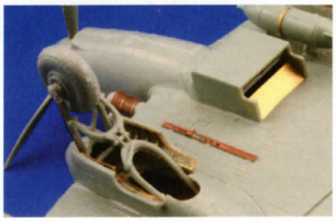
Fw 190A-6 Landing Flaps
Product No: 48604 Price: £14.50
Designed for: Hasegawa kit

F-16C Block 25 Fighting Falcon Weapons
Product No: 48605 Price: £7.99
Designed for: Tamiya kit

Fw 190A-6 Interior
Product No: 49424 (pre-painted/self-adhesive)
Designed for: Hasegawa kit Price: £16.99

1/32

P-47M Thunderbolt Masks
Product No: JX081 Price: £4.99
Designed for: Hasegawa kit



P-47N Thunderbolt Interior
Product No: 32617 (pre-painted/self-adhesive)
Designed for: Trumpeter kit Price: £18.80

Me 262B-1 Schwalbe Seatbelts
Product No: 32618 (pre-painted)
Designed for: Trumpeter kit Price: £9.40

Me 262B-1 Schwalbe Interior
Product No: 32618 (pre-painted/self-adhesive)
Designed for: Trumpeter kit Price: £18.40

As usual the colour frets offer meticulous detail, and will really make a difference to any project. The kabuki masks are an essential, and it is good to see them covering more and more manufacturers' products. UK importers are Hannants and LSA, while Squadron stock the range in the US. Check out the full range at www.eduard.cz

● SAMI

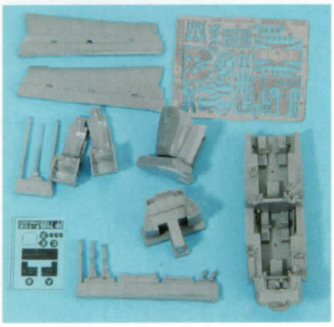
Jet Sets

AIRES

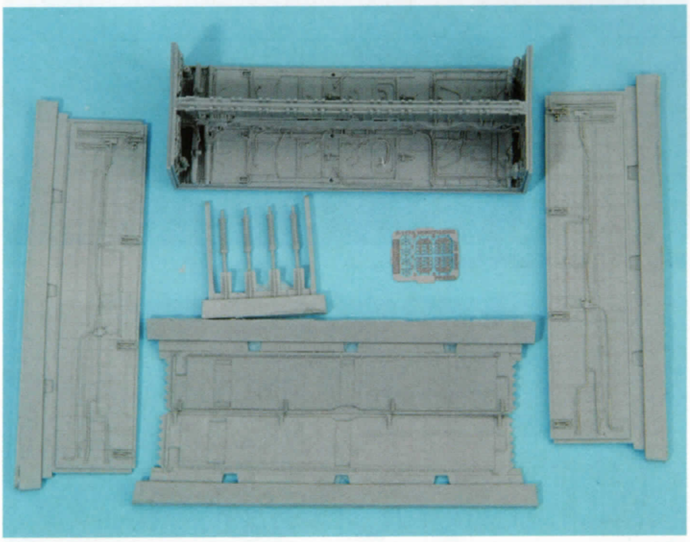
For a change this month 1/72 scale dominates the new releases from Aires and if you need to see why resin is better than plastic just look at the picture of the F-15E cockpit – stunning is an understatement and I wonder how many of us have the painting skills to do it justice! Most of the sets include a small fret of etched brass produced by Eduard, but like all Aires sets you will have to look elsewhere for any information about colours in areas like cockpits.

1/72

F-15E Strike Eagle cockpit
Product No: 7189 Price: £7.99
Designed for: Academy



F-15E Strike Eagle cockpit



F-117 Stealth Fighter Bomb Bay

F/A-18D Hornet Exhaust Nozzles- Open
Product No: 7194 Price: £7.99
Designed for: Hobby Boss

J 35F/J Draken Cockpit
Product No: 7195 Price: £5.99
Designed for: Hasegawa

F-16CG/CJ Cockpit
Product No: 7196 Price: £5.99
Designed for: Academy

1/48

Hawker Typhoon Mk 1B Car door cockpit
Product No: 4366 Price: £7.99
Designed for: Hasegawa

F-117 Stealth Fighter Bomb Bay
Product No: 4382 Price: £18.70
Designed for: Tamiya

1/32

P-51B/C Mustang Cockpit
Product No: 2079 Price: £12.25
Designed for: Trumpeter

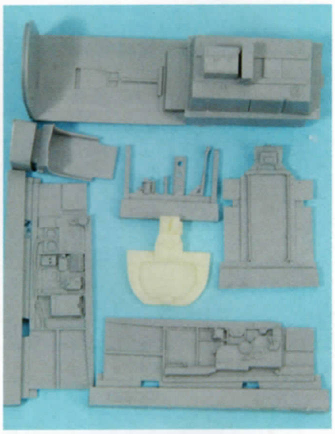
P-51B/C Mustang Cockpit
Product No: 2082 Price: £5.99
Designed for: Trumpeter

Conclusion

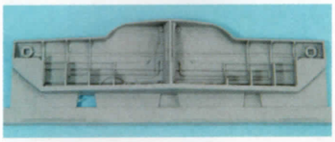
As always Aires resin is produced to a very high standard and the level of detail has to be seen to be believed. Of course for me the 1/32 sets went straight on to my to-build pile but I must admit to being tempted by that 1/72 Beagle (Bomb/Eagle) cockpit, and a big bonus is that the small scale kits will not break the bank in these cost conscious times – at least that's my excuse.

The full Aires range can be found at Hannants and LSA models.

● SAMI



P-51 B/C Mustang Cockpit



P-51 B/C Mustang Cockpit

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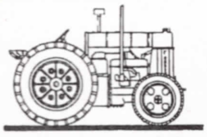

1/48th Fordson "N" Type RAF Tractor

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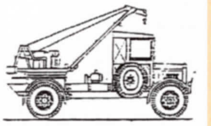

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Decals

Dutch Touch

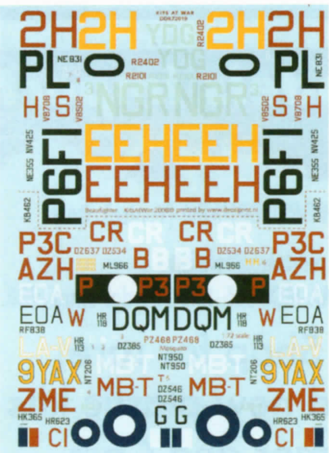
KITS AT WAR

Kits at War latest sheets includes one for the Brewster Buffalo that ties in with their recently released book on this type's service with the Royal Netherland East Indies Army Air Forces, and contains markings in both 1/72 and 1/48. The other sheets provide markings for a selection of RAF, RAAF and RNEIAAF types, and include a type that I do not think has appeared on a decal sheet before in the shape of the Hampden - perfect for the new Valom kit.

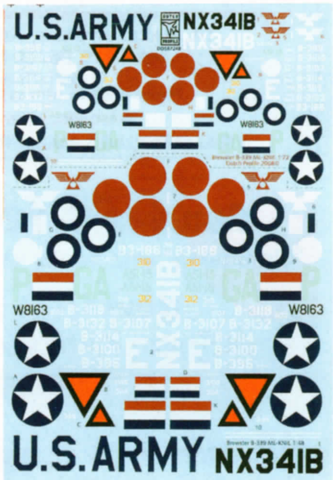
1/72

DDK7219 Mosquito and Beaufighter Selection

- 1. Beaufighter X, NE831, PL-O, 144 Sqn, Dallachy Strike Wing 1945. Pilot Flt/Sgt. Butler, Flt/Sgt. Nicholl
- 2. Beaufighter If, R2101, NG-R, 604 Sqn, Middle Wallop 1941, Sqn Ldr John Cunningham
- 3. Beaufighter VIf, V8502, H 46 Sqn, Mersa North Africa 1943
- 4. Beaufighter IIf, R2402, YD-G, 255 Sqn, Coltishall 1941
- 5. Beaufighter VIf, V8708, S, 46 Sqn, Gambut North Africa 1944
- 6. Mosquito B.XXV (Canadian built), KB462, CR-B, 162 Sqn, Bourne 1944
- 7. Mosquito FB.VIII 'Tsetse' (Mollins 57 mm gun in nose), PZ468, QM-D, 248 Sqn, (254 Sqn Coded) North Coates 1945
- 8. Mosquito B.IV (Special) 'Highball,' DZ545, G. 618 Sqn, Australia, summer 1945
- 9. Mosquito FB.VU HR623, CI, 618 Sqn, Australia 1945
- 10. Mosquito FB.VI HR113, LA-V, 235 Sqn, Banff Strike Wing 1945
- 11. Mosquito FB.VI RF838, EO-A, 404 Sqn, RCAF Banff Strike Wing 1945
- 12. Mosquito NF.XV, DZ385, K, C-Flight 85 Sqn, April 1943
- 13. Mosquito B.XVI, ML966, P3-P, 692 Sqn, Graveley 1944
- 14. Mosquito B.IV series ii, DZ637, P3-C, 692 Sqn, Graveley 1944
- 15. Mosquito B.IV series ii, DZ534, AZ-H, 627 Sqn, Woodhall Spa 1944
- 16. Mosquito TP.VI, NT208, 9Y-AX, Coastal Strike Training Unit, 132 OTU, Haverford West 1945



DDK7219 Mosquito and Beaufighter Selection

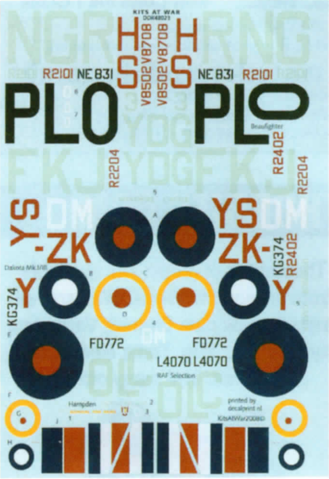


Brewster B339 Royal Netherland East Indies Army Air Force

1/72 & 1/48

Brewster B339 Royal Netherland East Indies Army Air Force

- 1. Brewster B-339D, B-3119, ML-KNIL
- 2. Brewster B-339C, B, 395, ML-KNIL, ADAM
- 3. Brewster B-339-23, B3-186, ML-KNIL
- 4. Buffalo Mk 1, W8163, GA-P, ML-KNIL, (ex. No. 21 Sqn, RAAF)
- 5, Brewster B-339-23, B-3167, ML-KNIL, AS1-134, 310
- 6. Brewster B-339C/D? ex, ML-KNIL/RNEIAAF
- 7. Brewster B-339, B-3111, ML-KNIL, PELDERS
- 8. Brewster B-339C, B-3114, ML-KNIL, MANESSE
- 9. Brewster B-339C, B-3107, ML-KBIL, BRUGGINK
- 10, Brewster B-339D, B-3132, ML-KNIL, KUIJPER
- 11. Brewster B-339C, B-3100, ML-KNIL, DEIBEL (naam vlieger)
- 11. Brewster B-339C, B-3110, ML-KNIL, VAN HELSDINGEN
- 12. Brewster B-339D, B-3119, ML-KNIL

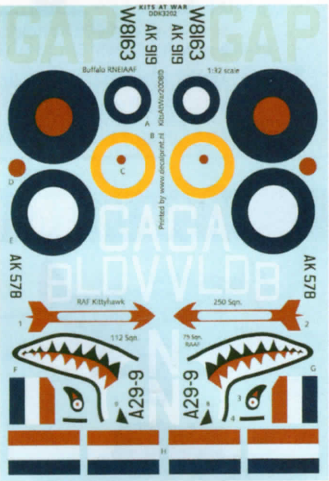


Selection

1/48

Selection

- 1. Beaufighter If, R2101, NG-R, 604 Sqn, Middle Wallop 1941, Sqn, Ldr John Cunningham
- 2. Beaufighter If, R2204, FK-J, 219 Sqn, Tangmere 1941, Plt Off AJ Hodginson
- 3. Beaufighter IIf, R24502, YD-G, 255 Sqn, Coltishall 1941
- 4. Beaufighter VIf, V8708, S, 46 Sqn, Gambut N-Africa 1944
- 5. Beaufighter VIf, V8502, H, 46 Sqn, Mersa N-Africa 1943
- 6. Hampden, L4070, OL-C, 83 Sqn, Scampton 1943, Plt Off Guy Gibson
- 7. Beaufighter X NE831, 144 Sqn, Dallachy Strike Wing 19465, Pilot Flt/Sgt, Butler, Flt/Sgt Nicoll
- 8. Dakota I (C-47), FD772, ZK-Y Windsor Castle, 24 Sqn, Hendon 1943
- 9. Dakota III (C-47A), KG374, YS-D/M, 271 Sqn, Down Ampney 1944



Overseas

1/32

Overseas

- 1. Kittyhawk Mk 1, AK578, GA-V, 112 Sqn, Fg Off Neville Duke, LG139 Gambut Lybia 1942
- 2. Kittyhawk Mk 1, AK919, LD-B, 250 Sqn, Sqn Ldr Mike Judd, LG91 Egypt 1942
- 3. Kittyhawk Mk 1A, A29-9, N, 75 Sqn, Git, Lt, Les Jackson RAAF, Port Moresby New Guinea 1942
- 4. Buffalo Mk 1, W8163, GA-P, RNEIAAF (ex 21 Sqn, RAAF), Java Dutch Indies 1942

Conclusion

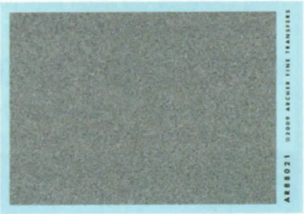
The small instruction sheets include plan and side views, which clearly show where the decals are to be applied, and the decals themselves are very well printed and should be painless to apply to your model.

These sheets are available from Hannants, Aeroclub and the Aviation Hobby Shop. See the website at www.kitsatwar.nl

● SAMI

Get a Grip

ARCHER



The latest surface detail set from Archer is a very nice textured non-skid surface. This resin cast on decal film can be cut to shape for wing walkways, etc.

1/32 & 1/24

Surface Details #21 Non-Skid Texture

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www.archertransfers.com

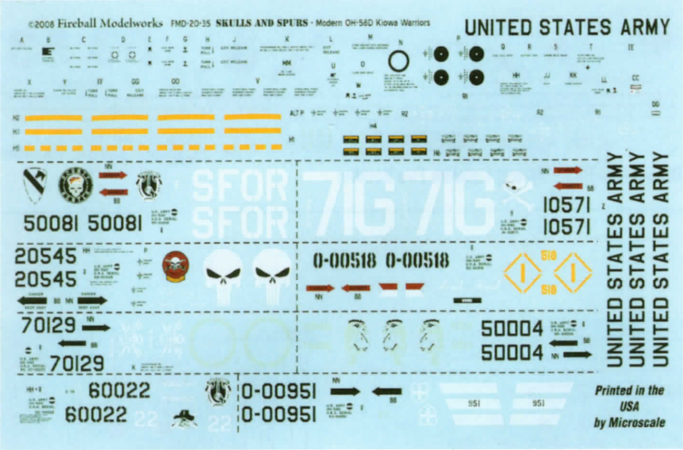
● SAMI

Skulls and Spurs

FIREBALL MODELWORKS

A new manufacturer to our pages is Fireball Modelworks, who have in the past produced an extensive range of ALPS printed decals. Now they have moved into the mainstream with a marvellous sheet for the Academy OH-58D. The decals are printed by Microscale, so you can be assured of their quality, and the package is a lesson in how to produce the perfect instruction sheet.

As well as the normal colour side views you have detailed information on the various standards of equipment fitted to each airframe. These decals have been produced in close cooperation with former OH-58D pilot Floyd Werner and you will require the OH-58D update set he designed, which was first released by Cutting Edge, and recently updated and reissued by Werner Wings to complete your model. The Academy kit out of the box represents an early pre-Gulf war OH-58D.


©2008 Fireball Modelworks FMD-20-35 SKULLS AND SPURS - Modern OH-58D Kiowa Warriors
UNITED STATES ARMY
SFOR
716
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10571
20545
0-00518
70129
50004
60022
0-00951
Printed in the USA by Microscale

1/35

FMD-20-25 Skulls and Spurs, OH-58D Kiowa Warrior

Designed for Academy kit, with Werner Wings Conversion

All aircraft on this sheet are finished in overall Helicopter Green FS 34031

- 1. OH-58D, 95-00081, E-Troop 1-7 Cav, SFOR Bosnia, 1998. This aircraft carries prominent SFOR markings and unit badges on the ALQ pylon
- 2. OH-58D, 92-00545, 10th Mountain Div, 6/6 Cavalry 97-00129, 25th Combat Aviation Brigade, Iraq June 2007, This aircraft has the Punisher logo from the classic comic book on the fuselage sides
- 3. OH-58D, 96-00022, D-Troop 1-7 Cav, Iraq 2004. This option has squadron badges on the ALQ pylon
- 4. OH-58D, 91-00571, 1-14th Avn Regt Ft. Rucker, Alabama May 2007. The most colourful option with large areas of orange trim and a replacement undercarriage skid in natural metal and zinc chromate
- 5. OH-58D, 92-00518, 2-17 Cav, 101st Airborne, Jalalabad, Afghanistan, January 2008. A real plain Jane with just a geometric badge on the tail and a very small name on the rotor housing
- 6. OH-58D, 95-00004, C-Troop 3/17 Cav. Shot down in Tal Afar, Iraq September 4, 2004. Unit badge on fuselage sides
- 7. OH-58D93-00951, C-Troop 1-7 Cav, Iraq 2007 white stripes on lower tail and squadron badge on rotor housing

Conclusion

I have had one of the well detailed Academy OH-58D kits on my pending pile for a while, and earlier this year it moved closer to the workbench with the release of Werner Wings' resin update set. Now with the release of these decals it is right at the top.

I really hope that Fireball may consider more sets for the MRC/Academy/Trumpeter range of 1/35 helicopters, which have been criminally overlooked by most aftermarket companies. Personally I fancy a US Army Mil-24 Hind or Mil-17!

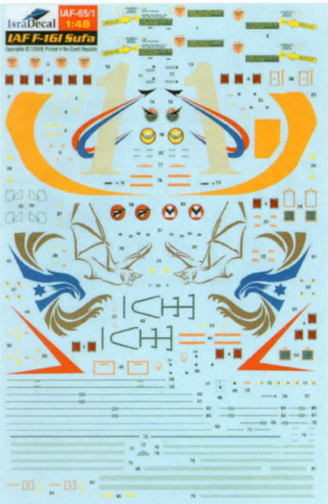
If you have any interest in modern helicopters visit www.fireballmodels.info to see the full range of decals and resin updates, plus ordering details. I was particularly taken with the colourful Fire Fighter Huey, and the White and Orange USN Test Pilot School's OH-6.

● SAMI

The Real Thing

ISRA DECAL

Isra could claim with some justification that they are the most accurate decals in the world, mainly because the owner/chief designer has been responsible for most of the schemes applied to the real aircraft in the last few years. As always, the real highlight on any Isra sheet is the instructions, as these are miniature reference books that also include reference photographs of the real aircraft.



IAF-65 Israeli Air Force F-16I Sufa

1/72

IAF-66 Israeli Air Force F-16I Sufa

- 1. F-16I no. 499, The Bat squadron, April 2006
- 2. F-16I no. 494, The Bat squadron, July 2008
- 3. F-16I no. 107, Knights of the Orange Tail squadron, July 2006
- 4. F-16I no. 803, Knights of the Orange Tail squadron, July 2008
- 5. F-16I no. 253, The Negev squadron, September 2004
- 6. F-16I no. 456, The Negev squadron, November 2005
- 7. F-16I no. 421, The Negev squadron, May 2006
- 8. F-16I no. 444, The Negev squadron, July 2008
- 9. F-16I no. 201, The One squadron, July 2008
- 10. F-16I no. 868, The One squadron, July 2008

1/48

IAF-65 Israeli Air Force F-16I Sufa

- 1. F-16I no. 253, The Negev squadron, September 2004
- 2. F-16I no. 456, The Negev squadron, November 2005
- 3. F-16I no. 421, The Negev squadron, May 2006
- 4. F-16I no. 444, The Negev squadron, July 2008
- 5. F016I no. 499, The Bat squadron, April 2006
- 6. F-16I no. 494, The Bat squadron, July 2008
- 7. F-16I no. 107, Knights of the Orange Tail squadron, July 2006
- 8. F-16! no. 803, Knights of the Orange Tail, squadron, July 2008
- 9. F-16I no. 201, The One squadron, July 2008
- 10. F-16I no. 868, The One squadron, July 2008

IAF-67 Israeli Air Force F-16C/D Barak

- 1. F-16C Block 30 number 360. The First Jet squadron
- 2. F-16C Block 30 number 348. The First Jet squadron
- 3. F-16C Block 30 number 332, First Jet squadron, July 2008
- 4. F-16C Block 30 number 378, Knights of the North squadron, April 1990
- 5. F-16C Block 30 number 364, Knights of the North squadron, April 2007
- 6. F-16D Block 30 number 074, The Valley squadron, April 2007
- 7. F-16D Block 30 number 055, The Valley squadron, September 2001
- 8. F-16D Block 30 number 023, First Fighter squadron, September 1989
- 9. F-16C/D Block 40 First Fighter squadron & Scorpion squadron, 2003
- 10. F-16C Block 40 First Fighter squadron 2005

IsraDecal
IAF-67/1
1:48
IAF F-16C/D BARAK
00122333455666789

IAF-67 Israeli Air Force F-16C/D Barak

Conclusion

The close contact that Raanan Weiss of Isra has with the Israeli air force really shows in the detail that is his trademark, and though he has covered both F-16 variants before only these sheets have bang up to date markings for 2008.

Isra's impressive output can be ordered online from www.isradecal.com, alternatively Hannants and the Aviation Hobbyshop normally stock Isra decal sheets in the UK

● SAMI

Civvy Streets

DRAW DECALS

DON'T SHOOT
USAF 21363
DRAW Decal
Set 48s-Cessna-5 "DON'T SHOOT" O-2

DD Set 48s-Cessna-5 Don's Shoot O-2

At Telford we caught up with DRAW decals who have started to develop their line to include so much more than the original 1/144 and 1/200 airliner decals. Hot news was their takeover of a range of American Racing aircraft decals, which should be on the website by the time you read this, but the subjects that really caught my eye were the 1/48 sets for civil-registered military aircraft that I have featured this month.

1/48

DD Set 48s-Cessna-5 Don's Shoot O-2

DD Set 48s-Cobra-1 U.S.F.S. Firewatch Cobra

DD Set 48zs-S3-1 NASA S-3B Viking

DD Set 48s-PBY-1 Always Catalina Fire Bomber

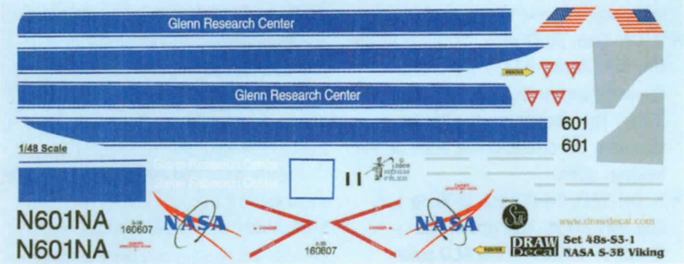
FIRE FIRE
DRAW Decal
Set 48s-Cobra-1 USFS Firewatch Cobra

DD Set 48s-Cobra-1 U.S.F.S. Firewatch Cobra

Conclusion

The quality of the decals is all we have come to expect, being printed to a very high standard, and all you have to remember is that they are printed on a continuous carrier film so each image needs to be trimmed closely before application. This range is now so large I am sure that most modellers will find something that floats their boat at www.drawdecal.com

● SAMI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N601NA
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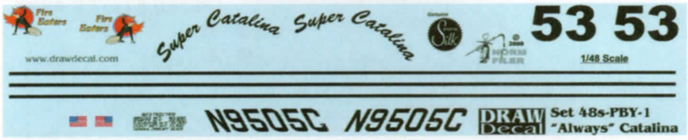
Set 48s-S3-1 NASA S-3B Viking

DD Set 48zs-S3-1 NASA S-3B Viking


Fire Eaters
Super Catalina
Super Catalina
53 53
1/48 Scale
www.drawdecal.com
N9505C
N9505C
DRAW Decal
Set 48s-PBY-1 "Always" Catalina

DD Set 48s-PBY-1 Always Catalina Fire Bomber

Fighter Types

BARRACUDACALS

At Telford we were visited by new manufacturer BarracudaCals who has supplied us with a selection of sheets for the P-47, Spitfire and EE Lightning.

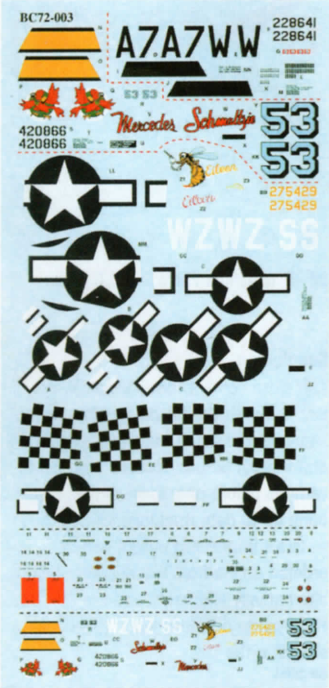
Spitfire MK.I-VI Stencils

BC-S 48002 Spitfire Mk I to VI Stencils

1/72

BC-S 72003 P-47 Thunderbolts Part 3

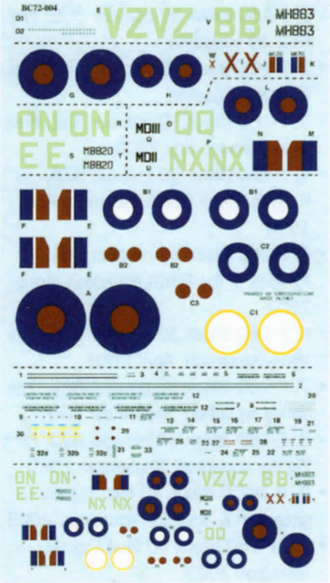
- 1. P-47D-30-Re, 44-20866 Schmaltzie, 57th FG, 65th FS, 12th Air Force, Flown by Lt. F.J. Middleton. Based in Southern Italy, Summer, 1944
- 2. P-47D-28-RA 42-28641, *Sleepy Jean 111*, 39th FS, 368th FG, 9th Air Force. Flown by Lt. Bill Wayland, St. Dizier. France, Spring 1945.
- 3. P-47-D-11-Re, 42-754219, Eileen, 84th FS, 78th FG, 8th Air Force. Flown by 1st Lieutenant Frank Oiler at Duxford, England, Summer, 1944


BC72-003
A7A7WW
228641
228641
Mercedes Schmaltzie
53
53
420866
420866
Eileen
275429
275429
WZWZ SS

BC-S 72003 P-47 Thunderbolts Part 3

BC-S 72004 Spitfire Mk IX Series Part 1

- 1. Spitfire HF.VII MD111 131 Sqn RAF
- 2. Spitfire HF.VII MD820 124 Sqn RAF
- 3. Spitfire FR.IX MK716 16 Sqn RAF
- 4. Spitfire Mk Ixc MH883 412 Sqn RCAF


BC72-004
VZVZ BB
MH883
MH883
XX
ON ON
EE
MD111
QQ
NXNX
MB820
MB820

BC-S 72004 Spitfire Mk. IX Series Part 1

1/48

BC-S 48001 Lightning F.1/F.1A/F.2/F.3 Stencils

BC-S 48002 Spitfire Mk I to VI Stencils

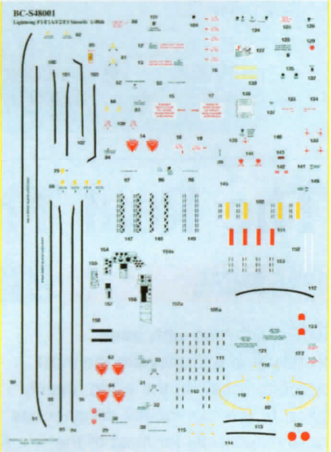
BC-48003 P47 Thunderbolts Part 3

Exactly the same as listed above for 72003.

1/32

BC-S 32003 P47 Thunderbolts Part 3

- 1. P-47D-28-RA, 42-28641, *Sleepy Jean 111*, 39th FS, 368th FG, 9th Air Force. Flown by Lt. Bill Wayland at St. Dizier, France, Spring 1945
- 2. P-47D-28, 42-28641, *Sleepy Jean 111*, 395 FAS, 368th FG, 9th Air Force
- 3. P-47D-25-RE, 42-26742, *Kansas Tornado II*, 510 FS, 405 FG, 9th Air Force



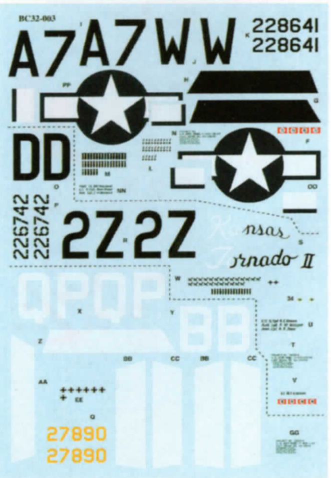
BC-S 48001 Lightning F1/F1A/F2/F3 Stencils

Conclusion

These decals supply clear instructions and they have certainly picked some attractive schemes. I must make special mention of the nose art on the P-47 sheets, which look superbly equal to the now unavailable, and much more expensive, PYN-Up range.

The whole range can be viewed on Barracuda's website at www.barracudacals.com

● SAMI


BC32-003
A7A7WW
228641
228641
DD
226742
226742
2Z2Z
Kansas Tornado II
QPQP
BB
27890
27890

BC-S 32003 P47 Thunderbolts Part 3

Life is Art

LIFELIKE DECALS

This month Lifelike have produced some interesting new sheets for the Spitfire and Hurricane in 1/48, including a stunning Hurricane in overall dark blue with gold trim. Now, gold is notoriously difficult to print but this sheet has captured it beautifully.

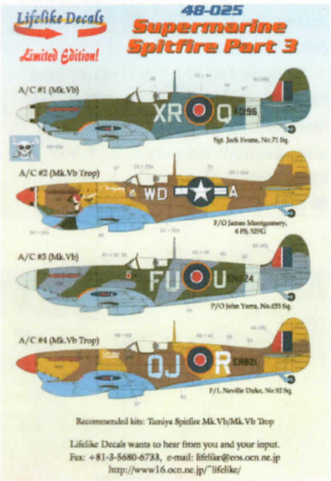
In 1/72 we have two sheets that have been previously released in 1/48, and again these include some very attractive options.

The decals are printed by Microscale, to their normal high standard, and the instructions are printed in colour on thin card and supply a short history of each type and a full description of each colour scheme.

1/48

48-025 Supermarine Spitfire Part 3

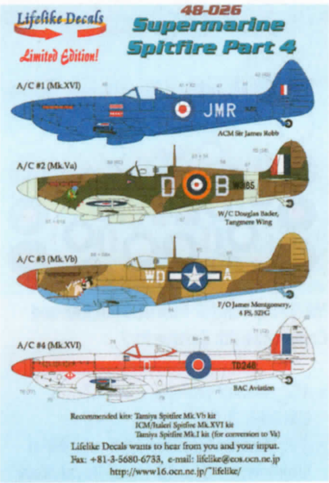
- 1. Spitfire Mk Vb, AD196, flown by Sergeant Jack Evans of No. 71 (Eagle) Squadron, Debden AB, August 1942
- 2. Spitfire Mk Vb or Vc, serial unknown, flown by Fg Off James Montgomery of 4FS/52FG, Palermo/Sicily, August 1943
- 3. Spitfire Mk Vb, EN824, flown by Plt Off John W. Yarra of No. 452 (Australian) Squadron, Martlesham Heath AB, December 10, 1942


Lifelike Decals
Limited Edition!
48-025
Supermarine Spitfire Part 3
A/C #1 (Mk.Vb)
XR Q AD196
Sgt. Jack Evans, No.71 Sq.
A/C #2 (Mk.Vb Trop)
WD A
F/O James Montgomery, 4 FS, 52FG
A/C #3 (Mk.Vb)
FU U EN824
P/O John Yarra, No.453 Sq.
A/C #4 (Mk.Vb Trop)
QJ R ER821
F/L Neville Duke, No 92 Sq.

Recommended kits: Tamiya Spitfire Mk.Vb/Mk.Vb Trop

Lifelike Decals wants to hear from you and your input.
Fax: +81-3-5680-6733, e-mail: lifelike@eos.ocn.ne.jp
http://www16.ocn.ne.jp/˜lifelike/

48-025 Supermarine Spitfire Part 3


Lifelike Decals
Limited Edition!
48-026
Supermarine Spitfire Part 4
A/C #1 (Mk.XVI)
JMR
ACM Sir James Robb
A/C #2 (Mk.Va)
D B W3185
W/C Douglas Bader, Tangmere Wing
A/C #3 (Mk.Vb)
WD A
F/O James Montgomery, 4 FS, 52FG
A/C #4 (Mk.XVI)
TD248
BAC Aviation

Recommended kits: Tamiya Spitfire Mk.Vb kit
ICM/Italeri Spitfire Mk.XVI kit
Tamiya Spitfire Mk.I kit (for conversion to Va)

Lifelike Decals wants to hear from you and your input.
Fax: +81-3-5680-6733, e-mail: lifelike@eos.ocn.ne.jp
http://www16.ocn.ne.jp/˜lifelike/

48-026 Supermarine Spitfire Part 4

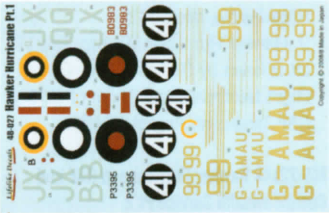
- 4. Spitfire Mk Vb, ER821, flown by Flt Off Neville Duke of No. 92 Squadron, Libya, March 1943

48-026 Supermarine Spitfire Part 4

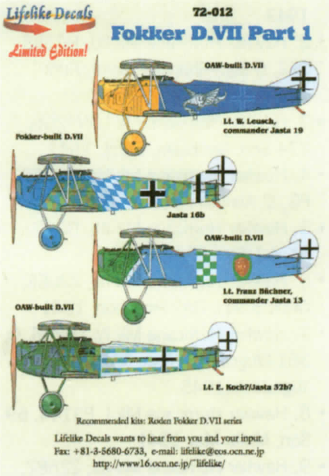
- 1. Spitfire Mk XVI, SL721, flown by Air Chief Marshall Sir James Robb as his personal hack, Hendon AB, October 1948 to September 21, 1951
- 2. Spitfire Mk Va, W3185, flown by Tangmere Fighter Wing Commander Douglas Bader, Tangmere, August 9, 1941
- 3. Spitfire Mk Vb, serial unknown, flown by Flt Off James Montgomery of 4FS/52FG
- 4. Spitfire Mk XVI, TD248, flown by BAC Aviation, East Colne, 1997

48-027 Hawker Hurricane Part 1

- 1. Hurricane Mk 1, P3395, flown by Flt Off Arthur Clowes of No. 1 Squadron, Wittering, October 1940
- 2. Hurricane Mk 11c, BD983, flown by Sqn Ldr James MacLachlan of No. Sq, Northold, November 1941 to June 1942
- 3. Hurricane Mk 11, PZ865, *The Last of the Many,* flown by Gp Capt Peter Townsend in the Kings Cup Air Race, 1950
- 4. Hurricane Mk 11, PZ865, *The Last of the Many,* flown by Gp Capt Peter Townsend in the 1951 National Air Race


48-027 Hawker Hurricane Pt.1
JX
BB
P3395
BD983
41
99
G-AMAU

48-027 Hawker Hurricane Part 1


Lifelike Decals
Limited Edition!
72-012
Fokker D.VII Part 1
OAW-built D.VII
Lt. W. Leusch, commander Jasta 19
Fokker-built D.VII
Jasta 16b
OAW-built D.VII
Lt. Franz Büchner, commander Jasta 13
OAW-built D.VII
Lt. E. Koch?/Jasta 32b?

Recommended kits: Roden Fokker D.VII series

Lifelike Decals wants to hear from you and your input.
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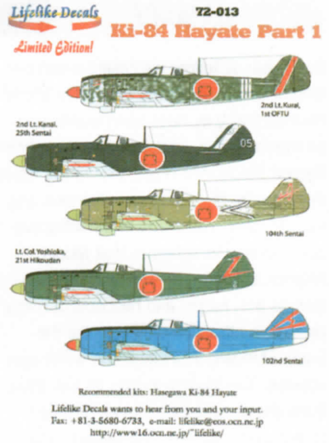
http://www16.ocn.ne.jp/˜lifelike/

72-012 Fokker D.VII Part 1

1/72

72-012 Fokker D.VII Part 1

- 1. Fokker D.VII (OAW-built) flown by Lt Wilhelm Leusch, Commander of *Jasta* 19, Stenay Airfield, October 1918
- 2. Fokker D.VII (early Fokker-built) flown by an unknown pilot of *Jasta* 16b, St Margurita airfield, June/July 1918
- 3. Fokker D.VII (OAW-built) flown by Lt Franz Buchner, Commander of *Jasta* 13, Carignan airfield, October 1918
- 4. Fokker D.VII (OAW-built), s/n 6351/18, possibly flown by a pilot of *Jasta* 32b, Trier airfield, after armistice


Lifelike Decals
Limited Edition!
72-013
Ki-84 Hayate Part 1
2nd Lt. Kurai, 1st OFTU
2nd Lt. Kanai, 25th Sentai
05
104th Sentai
Lt. Col. Yoshioka, 21st Hikoudan
102nd Sentai

Recommended kits: Hasegawa Ki-84 Hayate

Lifelike Decals wants to hear from you and your input.
Fax: +81-3-5680-6733, e-mail: lifelike@eos.ocn.ne.jp
http://www16.ocn.ne.jp/˜lifelike/

72-013 Ki-84 Hayate Part 1

72-013 Ki-84 Hayate Part 1

- 1. Hayate early production type, flown by 2nd Lt Toshizo Kurai of the 1st Operational Flying Training Unit, Sagami AB, December 1944
- 2. Hayate type Kou (probably) flown by 2nd Ltd. Moritsugu Kanai of 1st Chutai, 25th Sentai, Kyongsong/Korea, summer 1945
- 3. Hayate type Kou flown by unknown pilot of 104th Sentai, Xinjin/China, late August 1945
- 4. Hayate type Kou of the 102nd Sentai, around May 1945, Miya-konojo Nishi A/B

Conclusion

Lifelike have produced some attractive sheets in the past but I think this month's releases top all of them for the selection of attractive schemes, and though I swore I would not buy any more kits, that civil Hurricane scheme had me surfing the web for a Hasegawa Hurricane to put them on.

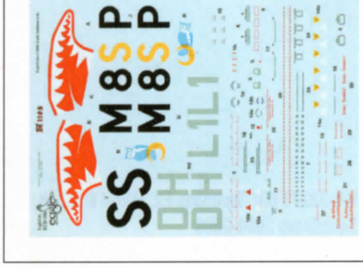
Lifelike decals can be purchased in the UK from both branches of Hannants.

● SAMI

Shark Surprise

EAGLE CAL

The first in a whole series of decals for Dragon's new Bf 110 offers an interesting selection of colour schemes. More importantly, their new sheet also includes a full selection of stencils, which are missing from the Dragon kit. The decals are printed by Microscale and are thin and in perfect register. As is normal with this manufacturer the instruction sheets are amazingly well detailed with colour profiles and text that clearly describes the details for individual airframes.


SS+KS
M8+SP
L1+DH
DH
Bf 110

1/32

EC119 Messerschmitt Bf 110C/D

- 1. Bf 110C/D-5 + KS This aircraft is finished in RLM 65/70/71 with a large shark mouth, dating from the channel dash operations in support of the *Scharnhorst* and *Gneisenau* in February 1942.
- 2. Bf 110C-4 L1+DH. This aircraft was painted in overall black, but has had the tail section and undercarrige doors replaced with those from a day-camouflaged aircraft.
- 3. Bf 110D M8+SP. This aircraft is in the same scheme as option 1 with a yellow nose, rudder, and engine cowlings, and a large shark mouth. This is the only option that can not at present be built from the Dragon kit as it does not include the long tail fitted to some D variants.

Conclusion

Eagle Cal were in on the ground floor with the development of the new Dragon kit so it was not really surprising that they are so quick off the mark with their new sheets.

The Eagle Cal instructions are always a highlight for me and I now have quite a collection from sets I have used in the past; they make a perfect record of the development of Luftwaffe colours during the final years of the Third Reich.

The full range can be ordered from the Eagle Edition website at www.eagle-editions.com

● SAMI

Cream of the Crop

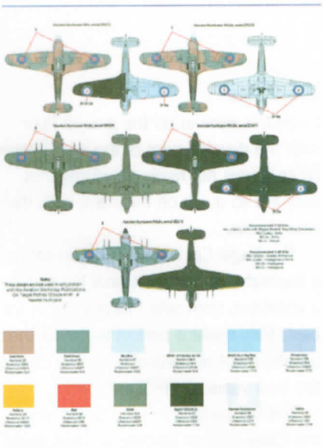
MODEL ALLIANCE

Every year at Telford we collect a bumper crop of decal sheets and resin from Model Alliance that they have been working on all summer. This year's releases span from Second World War Hurricanes to the latest markings for the Eurofighter Typhoon and include, of course, some of the attractive commemorative schemes that Model Alliance specialize in. The latest sheets include jets, props, and helicopters, many painted in attractive markings like the Super Étendard in a black and white tiger scheme. The Hurricane gets no less than three sheets based on Model Alliance's recent profile book on the subject, and these supply an amazing selection of colour schemes from overall red and blue to my favourite - a PR blue scheme with normal RAF camouflaged tail surfaces.

1/72

MA-72147 Hawker Hurricane in RAF and Commonwealth Service Pt 1

- 1. Hawker Hurricane Mk I, L1570, D of AS Flight. 3 Sqn, RAF, RAF Thornaby, 20 April 1838
- 2. Hawker Hurricane Mk I, L1568, S of 8 Flight, 73 Sqn, RAF Sutton Bridge, July 1938
- 3. Hawker Hurricane Mk I, serial unknown, PADDY III Flown by Flight Officer Edgar James Cobber Kain of 73 Sqn, as part of the British Expeditionary Force, based in France, April 1940
- 4. Hawker Hurricane Mk I, serial unknown, SO.E of 145 Sqn, RAF Croydon, June 1940
- 5. Hawker Hurricane Mk I, V6673, DT.O of 257 (Burma) Sqn, RAF North Weald, December 1940
- 6. Hawker Hurricane Mk IIb, Z5236, GO.31 of 134 Sqn, 151 Wing, RAF, Vaenga, Russia, September, 1941
- 7. Hawker Hurricane Mk IIc, BD929, ZY/S of 247 (China-British) Sqn, RAF Exeter, 1942
- 8. Hawker Hurricane Mk IIb, Z3971, SW.S, Samastmans II of 253 (Hyberbad State) Sqn, RAF Hilbadastow, late 1941
- 9. Hawker Hurricane Mk 11c, BE219, LK.Q flown by B Flight Commander Flight Lieutenant Alex Thom of 87 Sqn, RAF Tangmere, August 1942



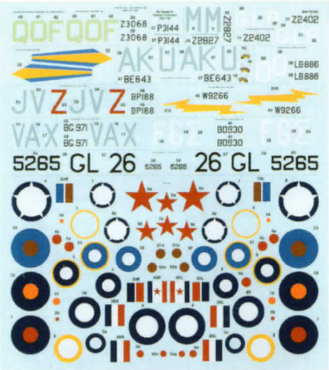
MA-72147 Hawker Hurricane in RAF and Commonwealth Service Pt 1

MA-72148 Hawker Hurricane in RAF and Commonwealth Service Pt 2

- 1. Hawker Hurricane Mk IIc, BE634, AK.U, 213 Sqn, Edku, Egypt, April 1943
- 2. Hawker Hurricane Mk IId, BP188, JV.Z, 6 Sqn, Shandur, Egypt, April 1942
- 3. Hawker Hurricane Mk I, W9266, 274 Sqn, Gerawala, Egypt, 1941
- 4. Hawker Hurricane Mk IIb, BD930, FG, El Alamein, November 1942
- 5. Hawker Hurricane Mk IIb, BG971, AX.V, 1 Sqn, SAAF, Egypt
- 6. Hawker Hurricane Mk IIc, Z3068, QO.F, 3 Sqn, RAF Hunsdon, 1941
- 7. Hawker Hurricane Mk IV, LB886, O, 351 (Yugoslavia) Sqn, RAF, Yugoslavia,1945
- 8. Hawker Hurricane Mk I, P3144, 69 Sqn, Malta May 1941
- 9. Hawker Hurricane Mk IIa, Z2687, M, Malta Night Fighting Unit, Malta, 1941
- 10. Hawker Hurricane Mk II, Z2402, GL.P, Malta, May 1941
- 11. Hawker Hurricane Mk I, serial unknown, 73 Sqn RAF, 1941
- 12. Hawker Hurricane Mk IIb, GL.26, 1 OUT, SAAF, 1944

MA-72149 Hawker Hurricane in RAF and Commonwealth Service Pt 3

- 1. Hawker Hurricane Mk IIb, BE171, YB.B, 17 Sqn, Burma
- 2. Hawker Hurricane Mk IIb, AP894, C, 135 Sqn, East Bengal, 1943
- 3. Hawker Hurricane Mk IIb, BM913, G, Burma, 1943
- 4. Hawker Hurricane Mk IId, KX121, G, 5 Sqn, India, 1943
- 5. Hawker Hurricane Mk IV, KZ944, S, 34 Sqn, Burma, 1943
- 6. Hawker Hurricane Mk IIb, 5404, O, 135 Sqn, RCAF, Patricia Bay, Canada
- 7. Hawker Hurricane Mk I, P3114, M, Royal Navy, RNAS Arbroath
- 8. Hawker Hurricane Mk IIb, AG244, CFS, RRAF, Rhodeisa, 1945
- 9. Hawker Hurricane Mk I, V7438, Y1.C, 789 NAS, Royal Navy, August 1942
- 10. Hawker Hurricane Mk IIc, NF728, K1.F, 768 NAS, Royal Navy, December 1944
- 11. Hawker Hurricane Mk I, L2006, Y, 11 Group Pilot Pool, August 1942
- 12. Hawker Hurricane Mk I, P2292, P, 627 Calibration Radar Squadron, 1943
- 13. Hawker Hurricane Mk IV, KZ248, 28 Squadron, RAF, Malaya, 1944
- 14. Hawker Hurricane Mk IIb, BH125, U, 3 PRU, Egypt, 1942
- 15. Hawker Hurricane PR Mk IIc, HL830, L, 208 Squadron, Palestine, 1943
- 16. Hawker Hurricane PR Mk IIc, BM969, 3 PRU, India, 1942
- 17. Hawker Hurricane Mk IIb, serial Unknown, 7U, 885 NAS, Royal Navy, 1942



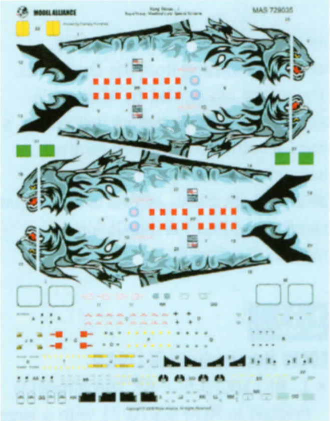
MA-72148 Hawker Hurricane in RAF and Commonwealth Service Pt 2

MA-72165 Arctic Tigers Part 3

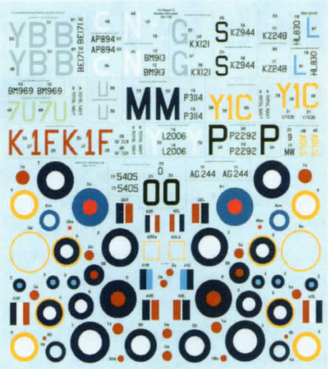
- 1. Super Étendard Modernisé No62, Aeronavale Francaise, Flotille 11, Arctic Tiger 2007
- 2. Rafale B, 330-EC/305, Armée de L'Air, Escadron de Chasse o5.530, Arctic Tiger 2007

MA-72173 RAF Typhoons F.2, FGR.4 & T.2 All Squadrons 2004-2008

- 1. BAe Typhoon T.1 ZJ184/ QO-Z, No3 Sqn, RAF, 2008
- 2. BAe Typhoon F.2 ZJ919/ QO-W, No3 Sqn, RAF, 2008
- 3. BAe Typhoon F.2 ZJ926/ QO-Y, No3 Sqn, RAF, 2008
- 4. BAe Typhoon T.1 ZJ811/ DZ, No11 Sqn, RAF, 2008
- 5. BAe Typhoon F.2 ZJ931/ DA, No11 Sqn, RAF, 2007
- 6. BAe Typhoon F.2 ZJ932/ DB, No11 Sqn, RAF, 2008
- 7. BAe Typhoon F.2 ZJ939/ DX, No11 Sqn, RAF, 2008
- 8. BAe Typhoon T.1 ZJ800/ AC, No17 Sqn, RAF, 2004
- 9. BAe Typhoon T.1 ZJ803/ AA, No17 Sqn, RAF, 2004
- 10. BAe Typhoon FGR.4 ZJ930/ AA, No17 Sqn, RAF, 2008
- 11. BAe Typhoon T.1 ZJ800/ BC, No29 Sqn, RAF, 2006
- 12. BAe Typhoon T.1 ZJ803/ BA, No29 Sqn, RAF, 2006
- 13. BAe Typhoon F.2 ZJ911/ BZ, No29 Sqn, RAF, 2008
- 14. BAe Typhoon FGR.4 ZJ938/ IPA6, BAe Warton 2008



MA-729035 Westland Lynx Black Cats



MA-72149 Hawker Hurricane in RAF and Commonwealth Service Pt 3

MA-729035 Westland Lynx Black Cats

- 1. Westland Lynx HMA.8, XZ722/ 671, 702 NAS Royal Navy, Black Cats Display Team 2007-2008
- 2. Westland Lynx HAS.3, XZ250/ 635, 702 NAS Royal Navy, Black Cats Display Team 2007-2008

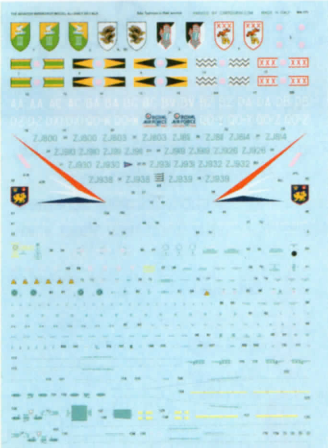
Conclusion

So many attractive schemes, but for me the highlight is the Super Étendard in the Snow Tiger scheme, as this kit is rarely seen at model shows, and when it does appear it is usually in a far more sober colour scheme.

As usual this sheet and others from the range are available direct from the manufacturer at www.theaviationworkhop.co.uk and Hannants

● SAMI

MA-72165 Arctic Tigers Part 3

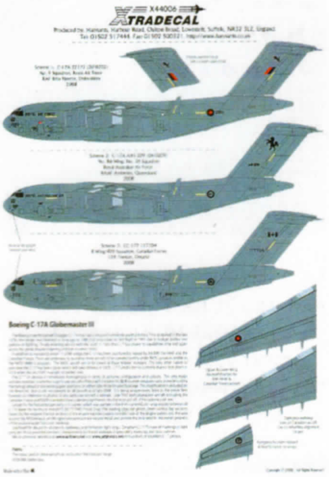


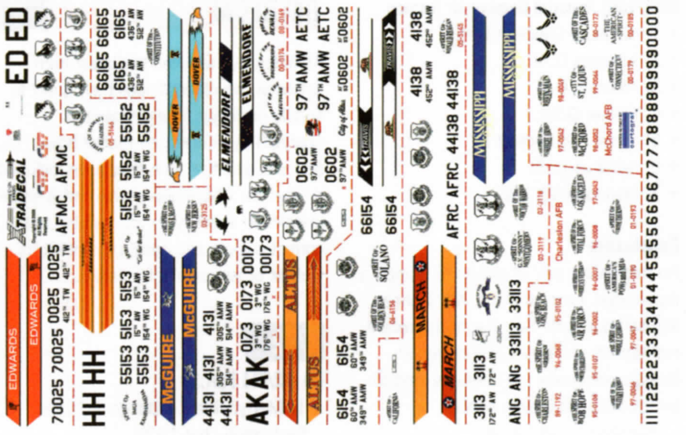
MA-72173 RAF Typhoons F.2, FGR.4 & T.2 All Squadrons 2004-2008

Heavy Lifters

XTRADECALS

Now available are the two crucial C-17 sheets from Xtradecal for the revel C-17, as previewed in last month's issue. As always, any investment in 1/144 brings a blush of pure delight to the editorial cheek. Load 'em up…


X44006
XTRADECAL
Boeing C-17A Globemaster III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EDWARDS
70025 0025
HH HH
ED ED
AFMC
44131 4131
McGUIRE
55153 5153
55152 5152
66165 6165
DOVER
ELMENDORF
AKAK
00173 0173
ALTUS
0602
97th AMW AETC
6154
66154
MARCH
AFRC
4138 44138
ANG
3113 33113
MISSISSIPPI
Charleston AFB
McChord AFB

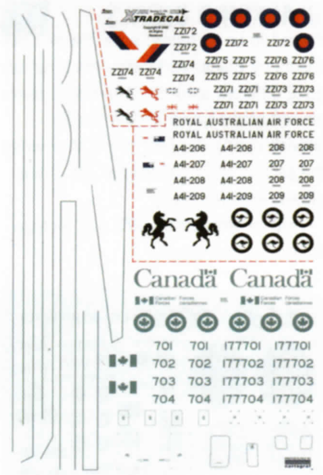
1/144

X44005 Globemaster III in RAF, RAAF and Canadian Service
£6.99

- 1. ZZ171/72/73/74/75/76, 99 Sqn RAF Brize Norton
- 2. A41-206/7/8/9,RAAF
- 3. 177701/02/03/04, Canadian Air Force. Includes lo-viz walkways

X44006 C-17A Globemaster III in USAF Service
£7.99

Covers all USAF aircraft options not included on the Revell kit sheet


XTRADECAL
ZZ172
ZZ174
ZZ175
ZZ176
ZZ171
ZZ173
ROYAL AUSTRALIAN AIR FORCE
A41-206
A41-207
A41-208
A41-209
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Canada
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177701
177702
177703
177704

Hannants' Xtra ranges of kits, decals and paints are growing at a rate of knots. They are real modeller-friendly products, aimed at you and me, so let's look forward to plenty more. www.hannants.co.uk

● SAMI

Hot Dogs

FREIGHTDOG/PEGASUS

The latest decal sheet from Freightdog Models is designed for the recently released OzMods Canberra in 1/144, and despite their small size items like the squadron badges are in perfect register. I have also included the Pegasus decals under the Freightdog label as following the purchase of the Pegasus brand Freightdog have issued two sheets that will be warmly received by WW1 Modellers

1/144

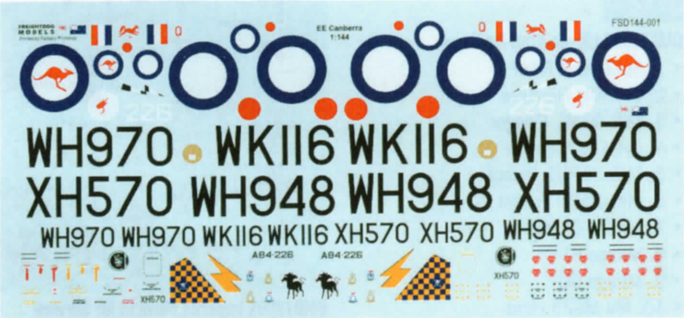
FSD144-001 BAC/EE Canberra RAF & RAAF

- 1. EE Canberra E.15, WH948, 98 Squadron, RAF, RAF Cottesmore, September 1972
- 2. EE Canberra B.2, WK116, 100 Squadron, RAF, RAF Raynham, 1973
- 3. EE Canberra B.6, WH970, 12 Squadron, RAF on detachment to Hal Far, Malta for Operation Musketeer, Suez Crisis, Autumn 1956
- 4. EE Canberra B.6, SH948, 101 Squadron, RAF on detachment to Butterworth, Malaya for Operation Mileage, against the MRLA, February 1955
- 5. GAF Canberra Mk 20, A84-226, 1 (B) Squadron, RAAF, RAAF Amberley, Queensland, April 1965
- 6. EE Canberra B.16, WH570, 6 Squadron, Akrotiri Strike Wing, RAF, RAF Akrotiri, Cyprus 1968

1/72

PGS72002 RFC Roundels & Rudder Stripes

PGS72001 RNAS Roundels & Flags


FREIGHTDOG MODELS
EE Canberra 1:144
FSD144-001
WH970
WK116
WK116
WH970
XH570
WH948
WH948
XH570
A84-226
A84-226

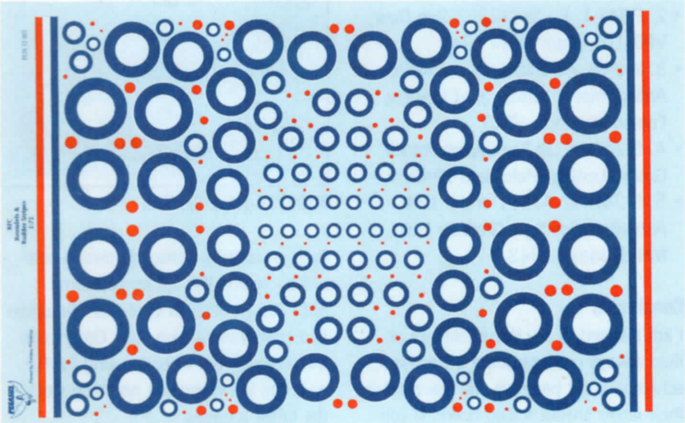
FSD144-001 BAC/EE Canberra RAF & RAAF

Conclusion

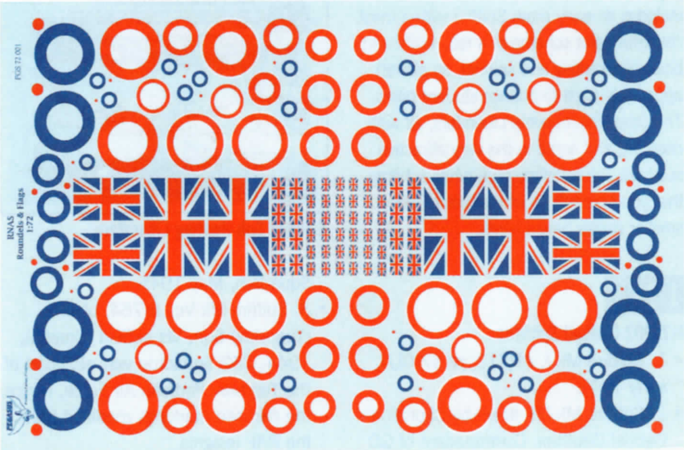
A very interesting selection of colour schemes for the Canberra has our Editor in a quandary, as he does not know which one to build first. It is also pleasing to see the return of the Pegasus brand and I know that this is just the start of Freightdog's plan for the brand.

Freightdog, Blue Max, and Pegasus items can all be purchased online from the site at www.freightdogmodels.co.uk along with some other unique items imported into the UK by the company.

● SAMI


PGS 72 002
RFC Roundels & Rudder Stripes 1:72
PEGASUS

PGS72002 RFC Roundels & Rudder Stripes


PGS 72 001
RNAS Roundels & Flags 1:72
PEGASUS

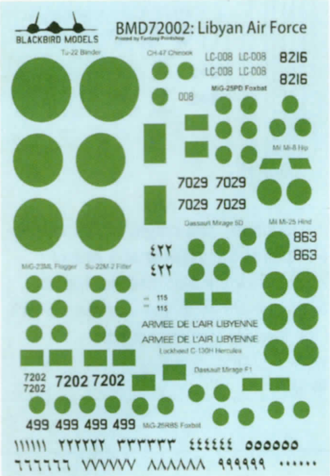
PGS72001 RNAS Roundels & Flags

New Directions

BLACKBIRD DECALS

Passed to us at Telford were the first two sheets by Blackbird Models covering two quite different subjects. The first features aircraft of the Imperial German Air Service during the First World War while the second is for current aircraft of the Libyan Arab Air Force.

Both sheets are in 1/72 and include full colour instructions.



BMD72002 Libyan Arab Air Force

1/72

BMD72002 Libyan Arab Air Force

- 1. Su-22M-2 Fitter J
- 2. C-130H Hercules
- 3. MiG-23ML Flogger
- 4. CH-47C Chinook
- 5. MiG-25RBS Foxbat
- 6. MiG-25PD Foxbat
- 7. Mil Mi-8T Hip C
- 8. Mirage F1
- 9. Mirage 5D
- 10. Mil Mi-25 Hind

BMD72001 Imperial German Air Service

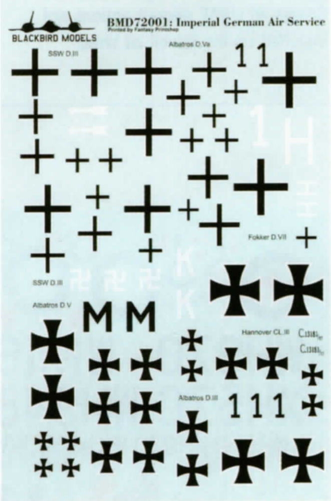
- 1. Siemens-Shuckert D.III
- 2. Albatros D.III
- 3. Albatros D.V
- 4. Fokker D.VII
- 5. Siemens-Shuckert D.
- 6. Albatros D.Va
- 7. Hannover CL.IIIa

Conclusion

An interesting pair of sheets to launch a new range. I am sure the WW1 sheet will sell out quite fast due to the recent resurgence of interest in this period, though personally my interests tend to be towards the Libyan sheet.

Blackbird's website at www.blackbirdmodels.co.uk includes ordering details for both the decals and the detailing sets, plus some complete model kits - 1/72 C-5 anyone!

● SAMI



BMD72001 Imperial German Air Service

The Finnish Post

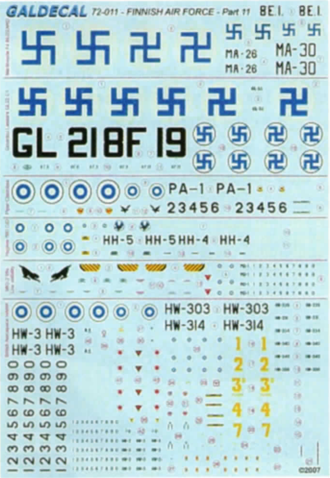
GALDECAL

At Telford we received the latest from Galdecal, which continues their quest to supply markings for every aircraft operated by Finland, no matter how obscure, and this time they have included a type that I have never heard of! A small instruction sheet gives you a guide to the correct colours and decal placement as well as other useful information.

1/72

GD -72/011 Part 11

- 1. Martynside F.4 Buzzard Fighter Evaluation Unit 1923
- 2. Martynside F.4 Buzzard M.L.E 1939
- 3. Martynside F.4 Buzzard Ilmailukoulu 1930
- 4. *Gourdou-Leseurre* GL22 C.1 Keisarin Sirkuslaivueessa UTTI 1924
- 5. *Gourdou-Leseurre* GL22 C.1 M.L.E 1928
- 6. *Gourdou-Leseurre* GL22 C.1 Havittajaeskaaderin 1926
- 7. *Gourdou-Leseurre* GL22 C.1 Keisarin Sirkuslaiaivueessa
- 8. Piper Cherokee Arrow 2 HavLLv 11 1976
- 9. Piper Cherokee Arrow 2 KoeLtue 1981
- 10. Piper Cherokee Arrow 2 SatLsto 1978
- 11. Piper Cherokee Arrow 2 KouuiLLv 1984
- 12. Piper Cherokee Arrow 2 HavLLv 1988
- 13. Piper Cherokee Arrow 2 Luonetjarvi 1978
- 14. Hughes 500C KuijLLv 1978
- 15. Hughes 500D Naivomat 1997
- 16. Hughes 500C KuijLLv 1984



- 17. Hughes 500D Maivomat 1997
- 18. MiG 21 Bis, HavLLv31 1990
- 19. BAe Hawk Mk 51 Ilmasotakoulu Summer 1981
- 20. BAe Hawk Mk 51 Midnight Hawks choice of 5 aircraft

Conclusion

Yet again, if Finnish aircraft are your thing, Galdecal have provided just the sheet, covering a wide selection of types over an 80 year period, so you should find at least one type that will excite your interest. Now, I know I had an Airfix Piper Cherokee stored away some where!

Galdecal products can be purchased direct from the manufacturer at 22 Gowanhill Gardens, Stirling, FK8 1SG or via email at george@galdecal.supanet.come

● SAMI

B-24 Blues

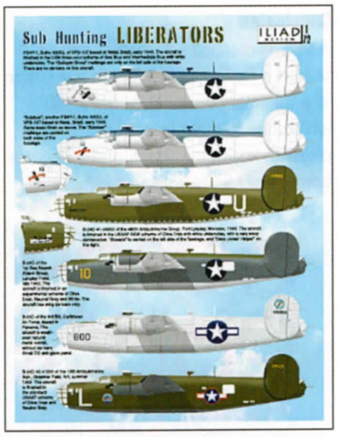
ILIAD DECALS

Iliad sheets are always welcome, but this month they have scaled down two of the most popular sheets to 1/72, and this includes an early mark Spitfire with a most colourful paint scheme of a red, white and blue striped nose and spinner, an aircraft apparently used to bounce student pilots. The other sheet covers Liberators, all with nose art, and some in the very attractive sea blue, intermediate blue white scheme that you normally would associate with smaller carrier based types.

1/72

IL72002 Oddball Spitfires

- 1. Spitfire Mk I, AR213, of 57 OUT, early 1942
- 2. Spitfire Mk IXe flown by Capitaine Gabriel Gauthier, Commandant of GC 11/7, which was part of 326 Squadron, May 1945
- 3. Spitfire Mk Vc, JK764, of 352 (Yugoslav) Sqn, Vis airfield (Croatia), 1944. 352 Squadron was also part of the Yugoslav Partisan Air Force, hence the partisan markings modified from the RAF insignia
- 4. Spitfire Mk Vc, AA963. This aircraft was shipped to the US for evaluation in Feb. 1942



IL72001 Sub Hunting Liberators

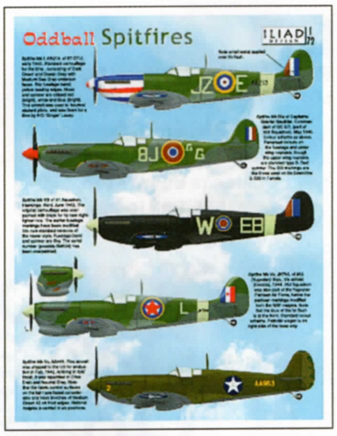
IL72001 Sub Hunting Liberators

- 1. PB4Y-1, Bu No 32052 *Gallopin' Ghost*, VPF-107 Natal Brazil 1943
- 2. PB4Y-1, Bu No 32057 *Sub Duer*, VPB-107 Natal Brazil 1943
- 3. B-24N, 41-24002 of the 480th Antisubmarine Group, Port Lyautey, French Morocco, 1943
- 4. B-24D of 1st Sea Search Attack Group, Langley Field, late 1942
- 5. B-24D 42-41231 of the 13th Antisubmarine Sqn, Greenier Field, MH, Summer 1943

Conclusion

I am pleased to see these releases as Iliad always produce some attractive schemes and I hope we will see more of their larger sheets scaled down. If you have not seen Iliad decals a quick trip to their website at www.iliad-design.com will show you the full range, from MiG-19s to Russian Civil War Nieuports and everything in between. Orders can be made via the website using PayPal, or in the UK Hannants normally stock the latest releases.

● SAMI



IL72002 Oddball Spitfires

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AC324F	Modern Female Skydiver	£ 9.50
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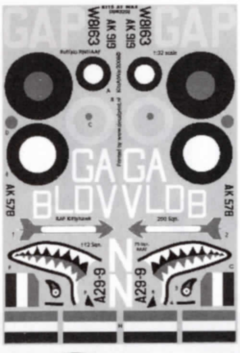

New and future releases.

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DDK3203: Spitfire Mk.IX. Mustang Mk.IV No.19 Sqn. 'Doolybird'. *(Limited run, 100 sheets).*

New DDK4823: RAF Beaufighter Nightfighters and Strikefighter. Dakota No.24 (VC Lord) or 271 Sqn. Manchester No. 83 Sqn. (Gibson)

DDK48024: Halifax III No.424 Sqn. 'Oscar' RCAF. Junkers Ju-52 3/m SAAF. *(Limited run).*

New DDK7219: RAF RCAF RAAF RNZAF Mosquitos and Beaufighters.

DDK2401: Hurricane IIb/IIc No.1 Sqn. Hurricane IIc No. 247 Sqn. Hurricane CFS. Sea Hurricane No. 880 FAA. *(Limited run,100 sheets).*

KitsAtWar Zwammerdam The Netherlands. Where are KitsAtWar decalsheets available: Hannants. Aviation Hobby Shop. Aeroclub. Flightdecs. MisterKit. Aero Spezial. Aviation Megastore The Netherlands.
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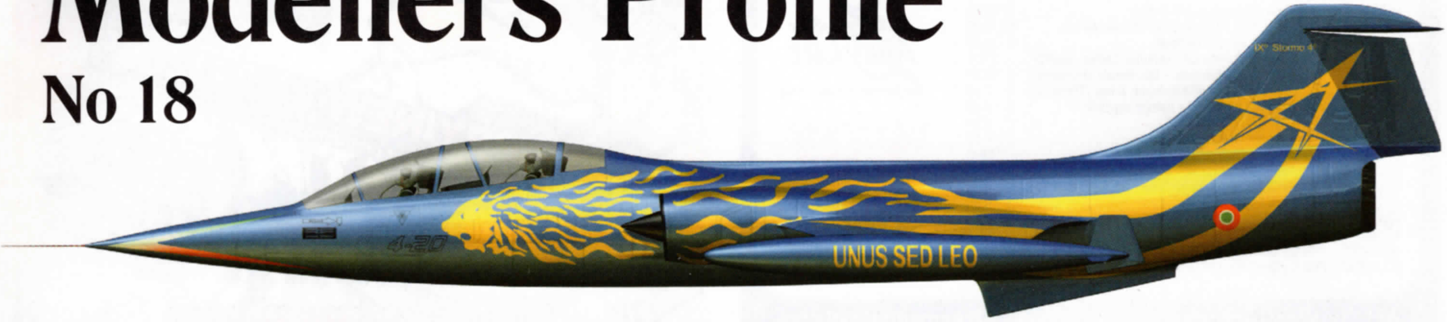
Modellers Profile

No 18



TF-104G-M 4-20, IXo Gruppo 4o Stormo Grosseto Air Base
This spectacular Italian Air Force example is the subject of Hasegawa's 1/48 kit 09756

in association with

The Right Stuff

The F-104 Starfighter

by Jack Trent

This impressive looking dump of Greek TF-104Gs will have had long and colourful careers

The F-104 Starfighter is the stuff that legends are made of, and there are, and will continue to be, plenty of books that can do far more justice to the subject than this small window. It is not the intention of the Modellers' Profile to offer chapter and verse on a subject as broad and as important as the F-104 in general. The intention is, instead, to highlight the two-seat variant and to point out its potential as an interesting and attractive subject for the model bench. This being so, and as the aircraft's development and history largely parallels that of the single-seater it was conceived to support, this section will confine itself by and large to a list of users and some brief notes on sub-variants of the type.

A number of different varieties of trainer were built, both by Lockheed and under licence in several countries. Broadly similar to the single-seater, the extra cockpit necessitated the removal of the cannon and some of the internal fuel, as well as the rearrangement of the nose gear, which retracted rearwards. Early F-104Bs had cannon fitted, but not with any great success. All trainers were combat-capable with Sidewinder missiles, and, despite a slightly larger vertical fin and increased weight were broadly similar in performance to the single-seaters.

Surprisingly modest in their use and deployment of the type, the USAF did use twenty-six F-104B and twenty-one F-104D two-seaters. NASA has also used a number of Starfighters for various duties, including chase planes, high-speed test planes and astronaut training, and this has included an F-104B and two ex-German TF-104Gs, but by and large European users saw the bulk of the aircraft's service history.

Germany was the largest operator of the Starfighter, with aircraft allocated to both the Luftwaffe and Marineflieger. German air forces employed over 900 Starfighters, including 137 TF-104G and thirty F-104Fs, and their surplus machines saw widespread use with

Taiwan's trainers were obtained under MAP from the USA and second-hand via Japan, Denmark, Belgium and Germany

The last Starfighters in service were retired from the Italian Air Force in 2004

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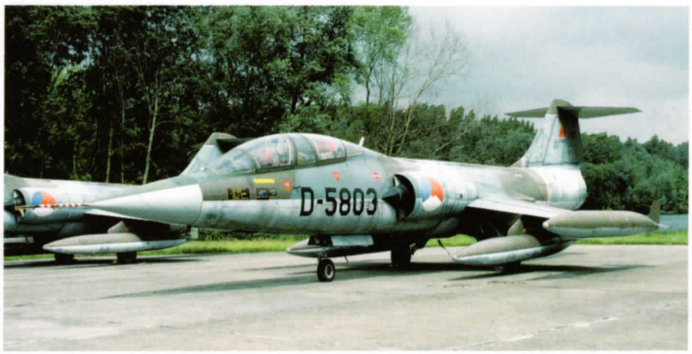
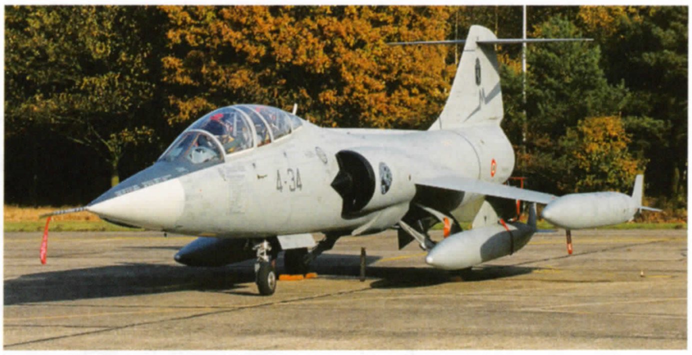


Holland received eighteen TF-104G two-seaters, one of which was the former Lockheed factory demonstrator N104NL



The nose heavy appearance of the trainer is at odds with the stick like rocketry of the single-seater, but is strangely compelling, especially when foreshortened by a telephoto lens

Variants

F-104B
Dual-control trainer version of F-104A, 26-built. Enlarged rudder and ventral fin, no cannon and reduced internal fuel

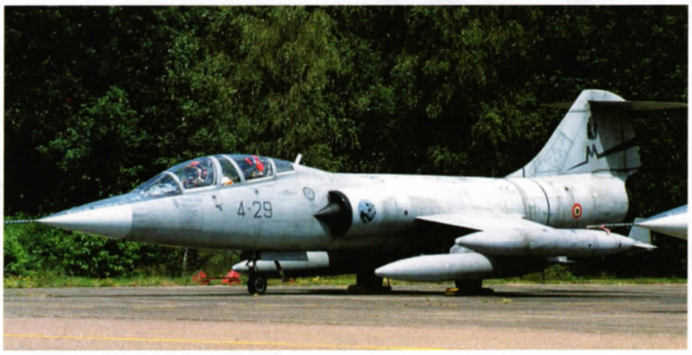
F-104D
Dual-control trainer versions of F-104C, 21 built

F-104DJ
Dual-control trainer version of F-104J for JASDF, 20 built by Lockheed and assembled by Mitsubishi

F-104F
Dual-control trainer based on F-104D, but using the upgraded engine of the F-104G. No radar, and not combat-capable. 30 built as interim trainers for the Luftwaffe

TF-104G
Combat-capable trainer version of the F-104G; 220 built. One aircraft was used by Lockheed as a demonstrator with the civil registration number L104L, and was flown by Jackie Cochran to set three women's world speed records in 1964.

CF-104D
Dual-control trainer version of CF-104, thirty-eight built by Lockheed, but with Canadian J79-OEL-7 engines. Some later transferred to Denmark, Norway and Turkey.



Italian TF-104G 4-29 at Brogel, 2002

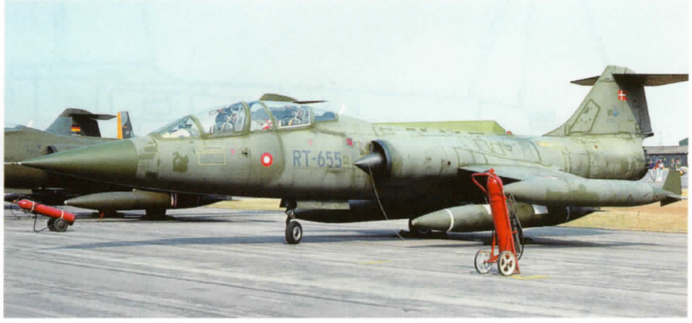
other, smaller, air arms after withdrawal.

The Belgian Air Force received twelve TF-104Gs to support its Starfighter fleet. The Danish Air Force received four, but this fleet was increased from 1971, with the addition of surplus Canadian aircraft, including a further seven CF-104Ds. The Starfighter was replaced in both Belgian and Danish service by the F-16 from 1979 onwards. Also exchanging its Starfighters for Vipers was the Hellenic Air Force, which sourced seven TF-104G aircraft initially from the US, subsequently receiving twenty-three surplus German TF104Gs in the late seventies.

Holland received eighteen TF-104G two-seaters, one of which was the former Lockheed factory demonstrator N104NL. All Starfighters were replaced by F-16 Fighting Falcons from 1980.

Norway employed four TF-104Gs initially, and these were joined by four ex-Canadian CF-104Ds when a second unit was formed in 1973, and another brief European user was Spain, which operated the type between 1965 and 1972, with three two-seaters employed. Spanish Starfighters were officially retired from service in May 1972, when their role was completely taken over by the F-4C.

Italy built their own Starfighters under licence, but also received some ex-Luftwaffe machines in 1984 as replacements for two-seaters lost in accidents since their introduction in 1962. As some of the last Starfighters to remain in service, surviving Italian TF-104Gs were upgraded to TF-104G-Ms between July 1995 and January 2001 to parallel the upgrades to the F-104S. The last Italian Starfighters retired in 2004. Some new airframes were acquired from the Italian production line by the Turkish Air Force between 1974 and 1976, although by and large their fleet was acquired surplus, including the inevitable two-seaters.



'There is nothing you can name, that is anything like a Dane…'

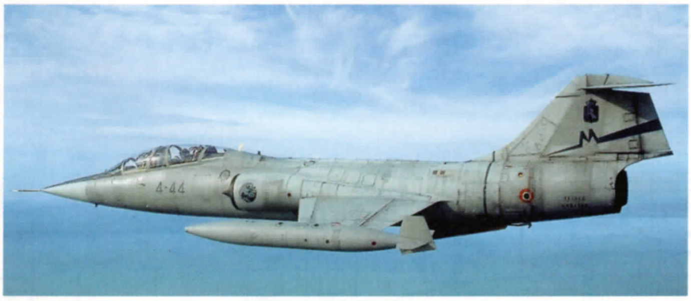
Looking further afield – from Europe that is – Canada built the CF-104 under licence for the RCAF/CAF, and its fleet was augmented by thirty-eight two-seaters designated CF-104D, built by Lockheed. CAF's machines were replaced by the Hornet from 1986 onwards. Mitsubishi assembled twenty two-seaters under licence for the JASDF, designated F-104DJ and the Pakistan Air Force received two F-104B to act as trainers for their ten F-104As, obtained from the USAF in 1961. The Royal Jordanian Air Force received four F-104Bs. Their Starfighters operated from King Hassan Air Force Base at Amman between 1969 and 1977, after which they were replaced by F.5s

Finally, and somewhat surprisingly, the Taiwanese Air Force were significant operators of the Starfighter, employing more variants than any other service, including the F-104A, F-104B, F-104D, F-104G, RF-104G, F-104J, F-104DJ, TF-104G and their own created RF-104Gev. The aircraft were obtained under MAP from the USA and second-hand via Japan, Denmark, Belgium and Germany.

● **SAMI**
(photographs via Andy Evans)

General Characteristics (F-104B)

Wingspan:	21 feet 9 inches
Length:	54 feet 8 inches
Engine:	One General Electric J79-GE-3A/3B turbojet
Maximum speed:	1,145 mph at 65,000 feet
Stalling speed:	198 mph
Initial climb rate:	64,500 feet per minute
Service ceiling:	64,795 feet
Maximum range:	1,225 miles with two wingtip drop tanks
Armament:	One pair of wingtip-mounted AIM-9B Sidewinders. The rear seat could be removed and the 20mm M61A1 cannon of the single-seat version could be fitted



The reduced internal fuel capacity obliged the twin-seaters to carry external tanks for most sorties

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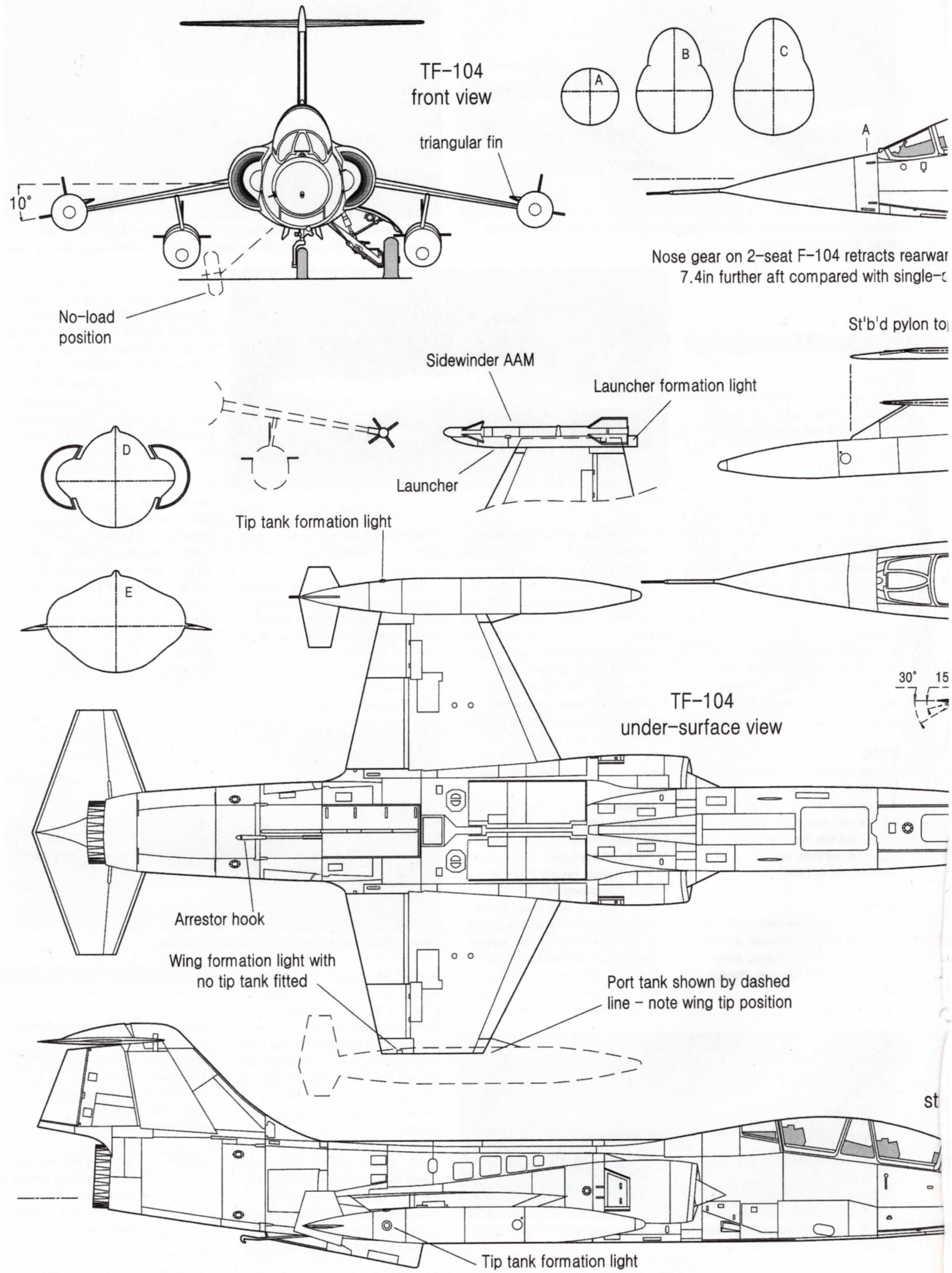
TF-104
front view
triangular fin
10°
No-load
position
A
B
C
A
Nose gear on 2-seat F-104 retracts rearwar
7.4in further aft compared with single-c
St'b'd pylon to
Sidewinder AAM
Launcher formation light
Launcher
D
E
Tip tank formation light
30°
15
TF-104
under-surface view
Arrestor hook
Wing formation light with
no tip tank fitted
Port tank shown by dashed
line – note wing tip position
st
Tip tank formation light

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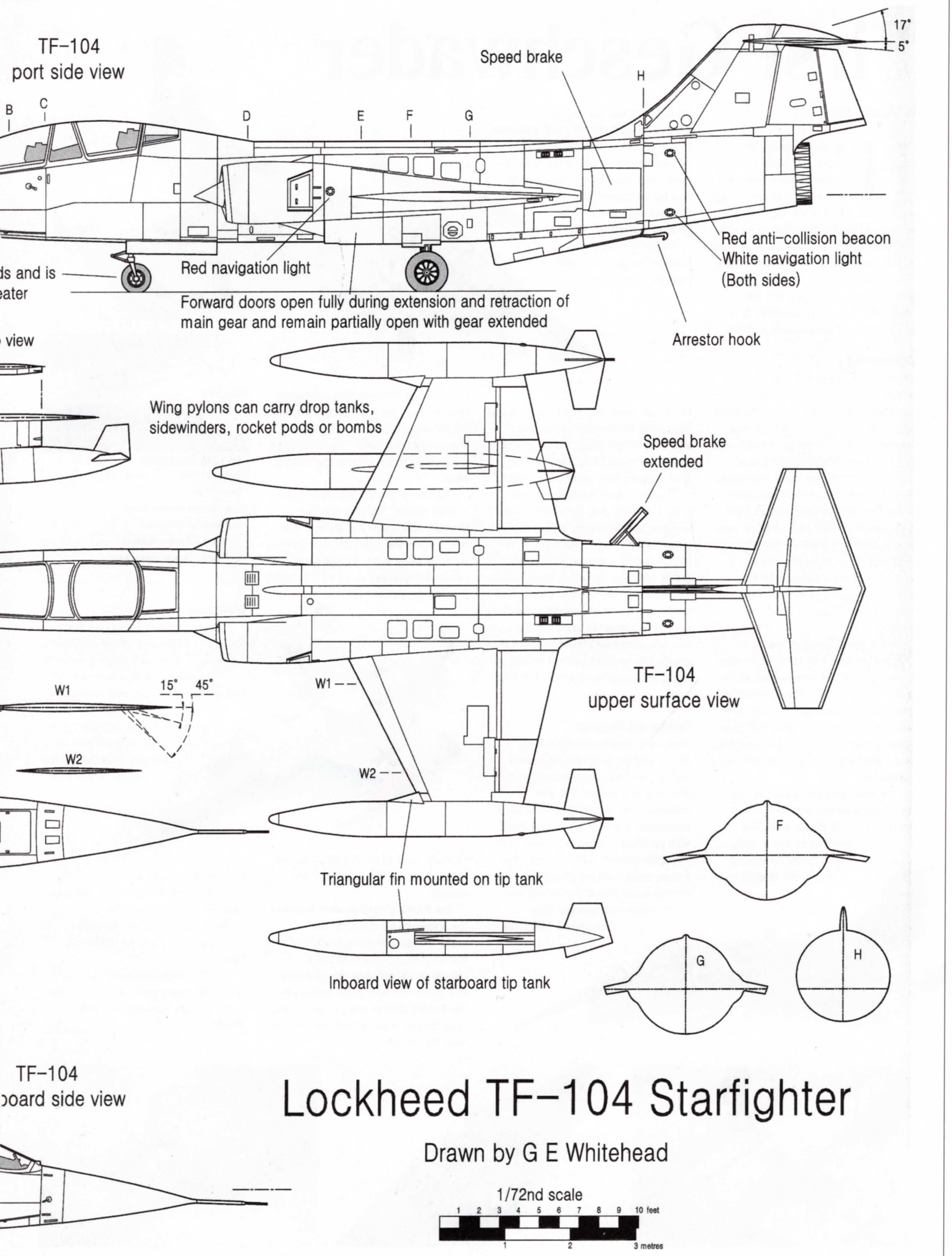
TF-104
port side view
B
C
D
E
F
G
H
Speed brake
17°
5°
Red anti-collision beacon
White navigation light
(Both sides)
Red navigation light
ds and is
eater
Forward doors open fully during extension and retraction of main gear and remain partially open with gear extended
Arrestor hook
view
Wing pylons can carry drop tanks, sidewinders, rocket pods or bombs
Speed brake extended
TF-104
upper surface view
W1
15°
45°
W1
W2
W2
F
Triangular fin mounted on tip tank
G
H
Inboard view of starboard tip tank
TF-104
board side view
1 2 3 4 5 6 7 8 9 10 feet
1 2 3 metres

Lockheed TF-104 Starfighter

Drawn by G E Whitehead

1/72nd scale

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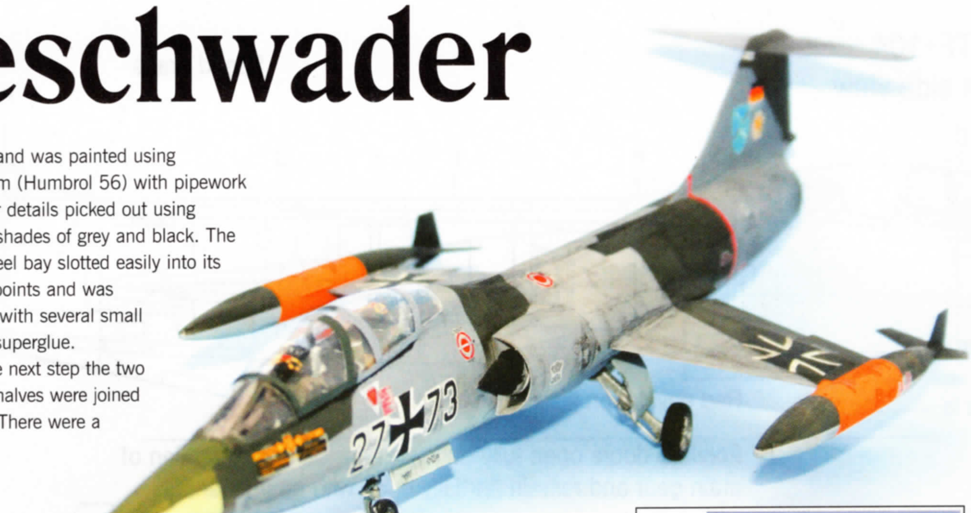
First Geschwader

by Samantha Scoles



Hasegawa's excellent kit includes 197 parts supplied on sixteen sprues, two clear and fourteen moulded in light grey plastic. Many of the parts are not required in the building process for this two-seat variant, as they appear to relate to the previously released single-seaters. The moulding is tidy with crisp detail and recessed panel lines, and the instructions consist of seventeen building steps that are clear and easy to follow.

Construction

Construction begins with the cockpit, which consists of twenty-six pieces. The two ejector seats were my starting point, and these built up very well. No seat harnesses are included so I scratch built my own from Tamiya masking tape which once fitted look quite impressive. The tub, sidewalls, instrument panels and inner fuselage were painted Light Gull Grey (Humbrol 140). A black wash was applied and once dry the original 140 was dry brushed over the top. I opted not to use the decals for the instrument panels as the detail is so good, so these were hand-painted instead.

The exhaust manifold was constructed from four parts, and before construction these were painted Burnt Iron (Tamiya XF-56). The flameholder pieces were stuck together using plastic weld, which eliminated the small seam lines that were slightly visible, and this was fitted to the fuselage half with no problems.

The main gear well assembly slots neatly together and was fixed with a small amount of plastic weld. The detailing on this is really good, looks convincing when built straight from the box, and was painted using Aluminium (Humbrol 56) with pipework and other details picked out using different shades of grey and black. The main wheel bay slotted easily into its locating points and was attached with several small blobs of superglue.

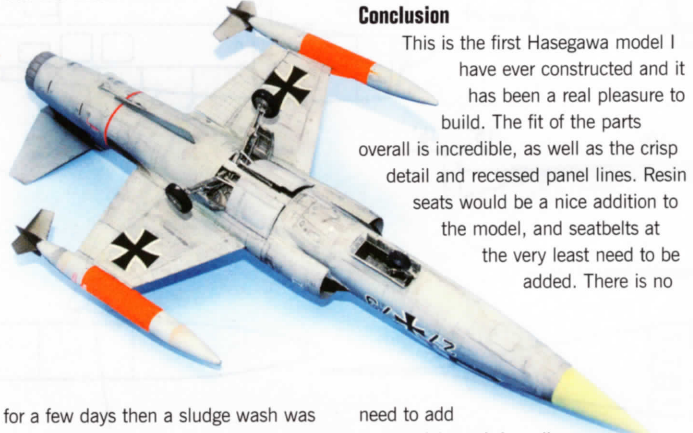
For the next step the two fuselage halves were joined together. There were a few minor seam lines which were sanded flush using Micro-mesh, but on the whole the fit was good. The front nose assembly dropped into place with no gaps and was fixed using plastic weld.

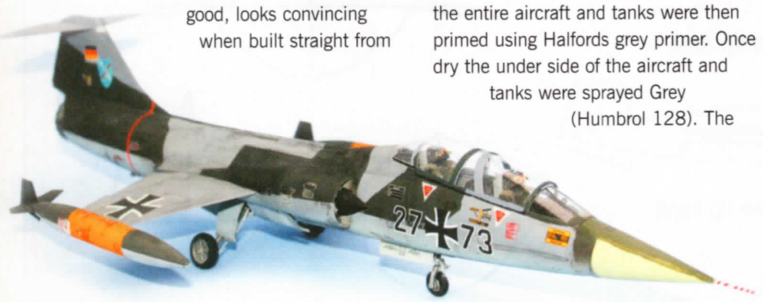
The wings were constructed with ease. I opted to drop the ailerons and the flaps ever so slightly as this is how I have observed them in pictures of the aircraft resting. I was very happy with the fit, and how the wings blend into the fuselage as on the full size aircraft. The rudder and tailplane were attached using superglue, and when attaching the tailplane extra care should be taken to ensure it is level before the glue sets, as it will be very prominent on the finished build.

Colours and Markings

Next the undercarriage doors were tacked into place. All the doors were slightly oversized, however with minor trimming and sanding this was corrected. The two wingtip tanks were assembled, the fit of which was good, with no filling or sanding required, and the entire aircraft and tanks were then primed using Halfords grey primer. Once dry the under side of the aircraft and tanks were sprayed Grey (Humbrol 128). The top of the aircraft was then airbrushed Neutral Grey (Tamiya XF-53). This was left for several days to dry, before the final colour Dark Green (Tamiya XF-61) was applied to the aircraft and wingtip tanks.

The decals are of a high quality and in good register. The only one that proved a little tricky was the one that wraps round the pitot tube, and this was aided by using Micro Sol and Micro Set. I finished my model as 27+73 of JaboG 31. The decals were left for a few days then a sludge wash was applied to the outer surfaces of the aircraft.





The finishing touches were to untack the undercarriage doors, fix the undercarriage and doors into place, paint the tip of the intakes matt black (Humbrol 33) and glue the pitot tube into place. The final stage was to give the aircraft another coat of varnish and once dry the masking tape was removed from the canopy.

TF-104G STARFIGHTER

TECHNICAL DATA

TF-104G Starfighter

Kit No: HAPT040 **Scale:** 1/48

Price: £17.99

Type: Injection Moulded Plastic

Manufacturer: Hasegawa

UK Importer: Creative Models

US Importer: Stevens International

Conclusion

This is the first Hasegawa model I have ever constructed and it has been a real pleasure to build. The fit of the parts overall is incredible, as well as the crisp detail and recessed panel lines. Resin seats would be a nice addition to the model, and seatbelts at the very least need to be added. There is no need to add nose weight as it is well balanced. Another big plus is that poly caps are used to mount the undercarriage, which is very useful if you wish to remove these for storage or travelling.

The kit is definitely worth the money and builds into a good, accurate model of the full size two-seat Starfighter.

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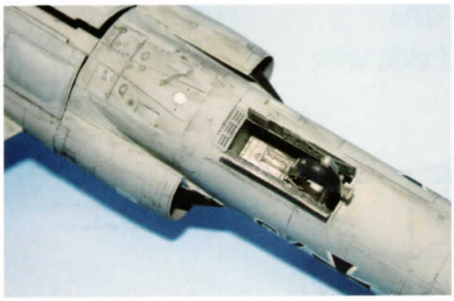

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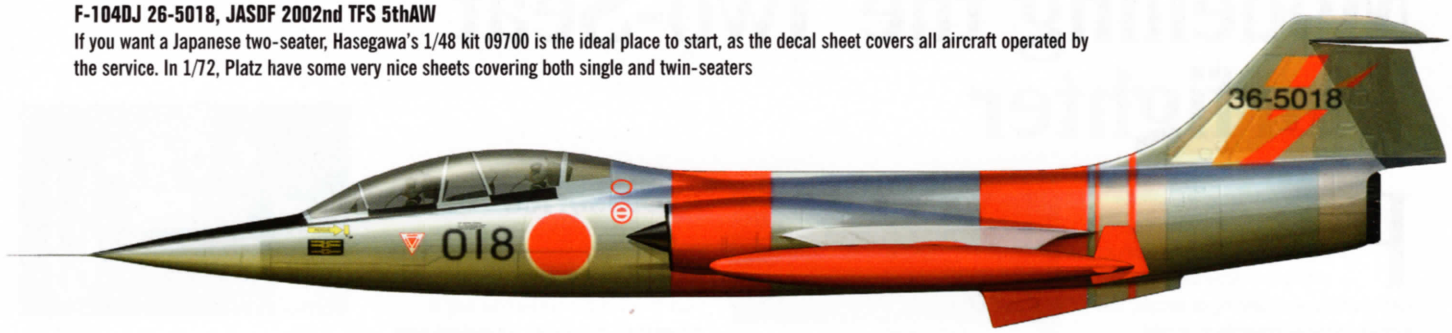
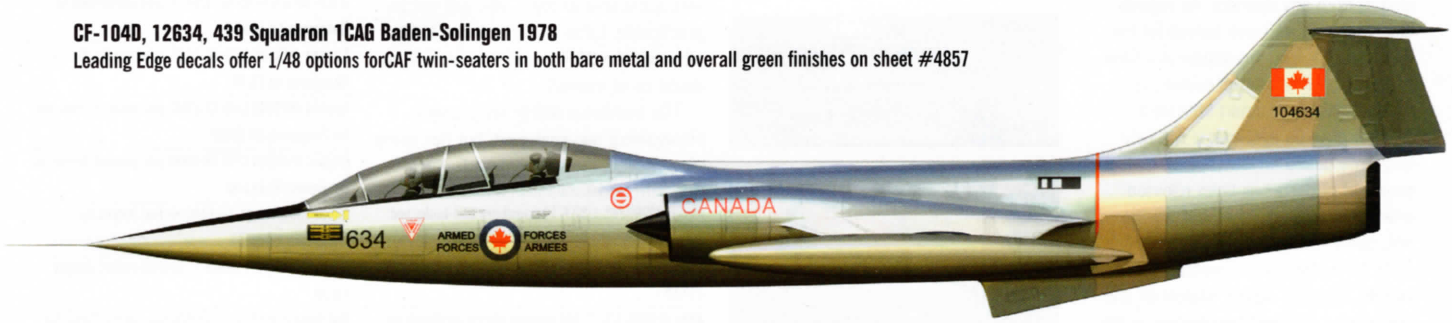
F-104DJ 26-5018, JASDF 2002nd TFS 5thAW

If you want a Japanese two-seater, Hasegawa's 1/48 kit 09700 is the ideal place to start, as the decal sheet covers all aircraft operated by the service. In 1/72, Platz have some very nice sheets covering both single and twin-seaters



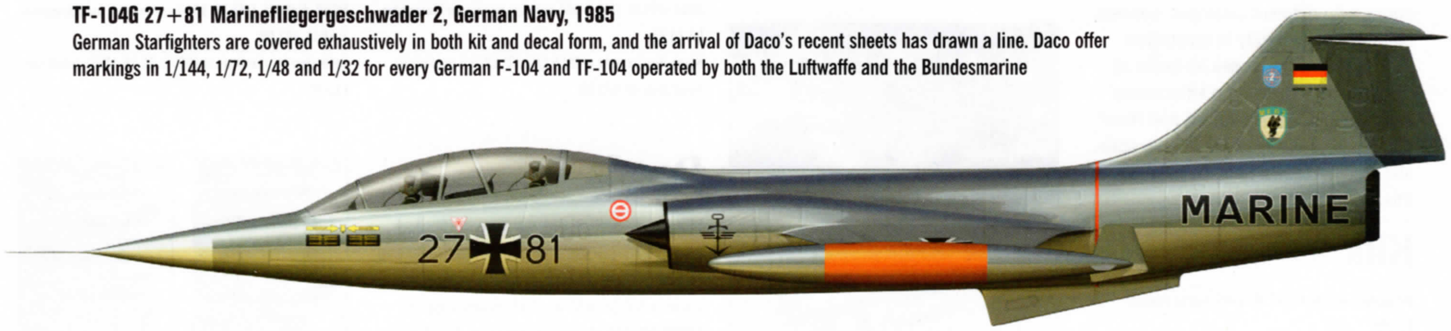
CF-104D, 12634, 439 Squadron 1CAG Baden-Solingen 1978

Leading Edge decals offer 1/48 options forCAF twin-seaters in both bare metal and overall green finishes on sheet #4857



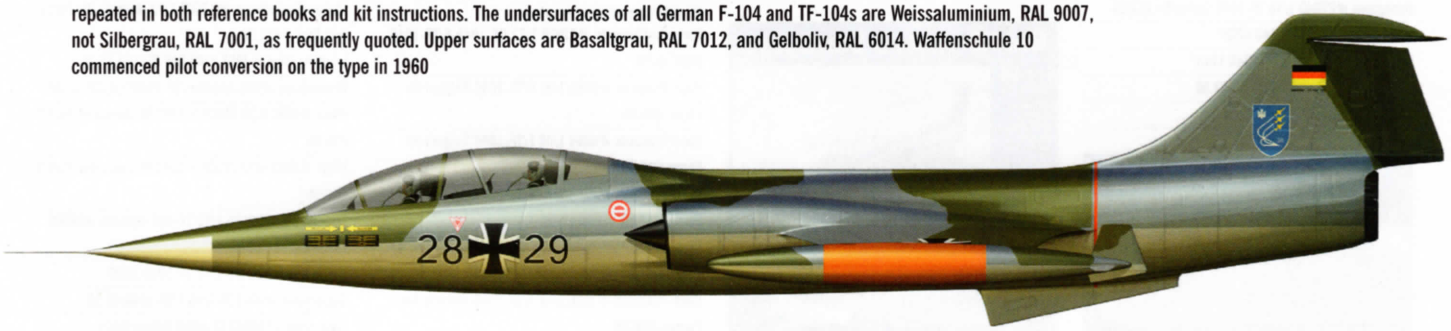
TF-104G 27+81 Marinefliegergeschwader 2, German Navy, 1985

German Starfighters are covered exhaustively in both kit and decal form, and the arrival of Daco's recent sheets has drawn a line. Daco offer markings in 1/144, 1/72, 1/48 and 1/32 for every German F-104 and TF-104 operated by both the Luftwaffe and the Bundesmarine



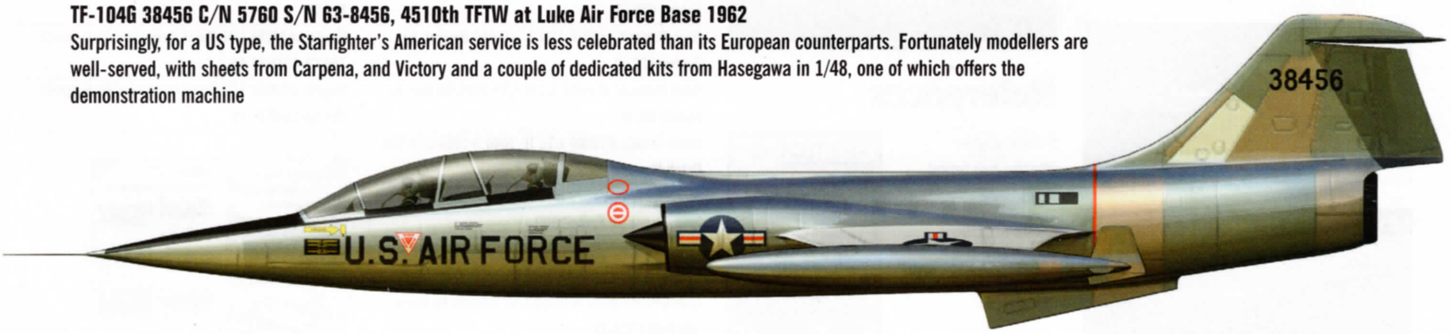
TF-104G 28+29 WaSlw 10, Jever Air Base 1977

With the mass of decals available now, German Starfighters are well catered for, but one common error concerning colours has been repeated in both reference books and kit instructions. The undersurfaces of all German F-104 and TF-104s are Weissaluminium, RAL 9007, not Silbergrau, RAL 7001, as frequently quoted. Upper surfaces are Basaltgrau, RAL 7012, and Gelboliv, RAL 6014. Waffenschule 10 commenced pilot conversion on the type in 1960



TF-104G 38456 C/N 5760 S/N 63-8456, 4510th TFTW at Luke Air Force Base 1962

Surprisingly, for a US type, the Starfighter's American service is less celebrated than its European counterparts. Fortunately modellers are well-served, with sheets from Carpena, and Victory and a couple of dedicated kits from Hasegawa in 1/48, one of which offers the demonstration machine



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Modelling the Two-Seat Starfighter

Picking out items relevant to the two-seater throws up some very interesting product, and with a little work, and some cutting and pasting of decals, it is almost certainly possible to model aircraft from any operator. As regards kits, we have been well served for the F-104, but finding the trainer is a little trickier. Not in 1/144, of course, as Revell tooled their smart little kit a number of years ago, and it will be a long time before anyone betters it. The same set of parts has been released under a far eastern label, but it's the only game in town at the moment.

In 1/72 Hasegawa inevitably take the laurels, although Revell, Matchbox and Heller have all kitted two-seaters in the past. These have all come out in various boxes, with different catalogue numbers, but none are currently in production.

In 1/48 the Hasegawa kit beats all comers, while there is no kit currently available in 1/32. Hasegawa and Revell both make a Starfighter in the big scale, and a conversion set will be required for this.

Kits

Hasegawa #00884 1/72 TF-104G Italian Special £12.99
Hasegawa #09726 1/48 TF-104G/F-104D USAF £17.99
Hasegawa #09788 1/48 TF-104G Starfighter Demonstrator £22.99
Hasegawa #PT040 1/48 TF-104G Luftwaffe £17.99
Heller #273 1/72 TF-104G £OOP
Matchbox #PK401/72 TF-104G £OOP
Revell #04008 1/144 TF-104G £3.50
Revell #04378 1/72 TF-104G £OOP

1-72
MATCHBOX
LOCKHEED STARFIGHTER TF-104G

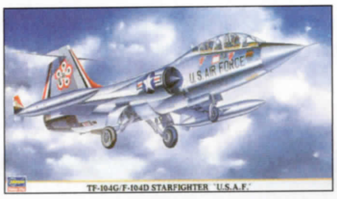
TF-104G STARFIGHTER 'ITALIAN SPECIAL'

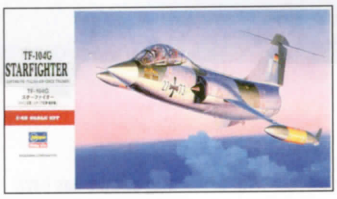
1/72 Lockheed F-104 G/TF.104 G STARFIGHTER

F-104DJ STARFIGHTER 'J.A.S.D.F.'

F.104
Heller

Revell
TF-104G STARFIGHTER TRAINER
1:72
04378



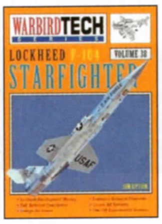


Revell
TF-104 G Starfighter
1:144
04008

TF-104G STARFIGHTER

References

F-104 Starfighter (Warbird Tech Series)
by Jim Upton
Specialty Press
ISBN: 978-1580070690
Format: softback, 104pp

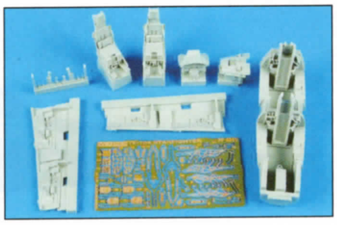


Accessories

Some generic F-104 pieces are available to enhance a two-seater project, but bear in mind the nosewheel bay is different on the trainer, so replacement sets applicable to the F-104 will not be practicable. Little is available for 1/32, although the C&H conversion set will no doubt be of interest.

The ambitious RVHP set predates Hasegawa's two-seater kit, but has some nice decal options, including Turkish, Spanish, and Taiwanese aircraft.

Airdoc AIRR3201 1/32 F-104 auxiliary fuel-tanks and pylons £19.25
Aires #4341 1/48 TF-104 Cockpit Set for Hasegawa kit £13.99
Aires #2075 1/32 F-104 exhaust nozzle for Revell kit £7.99
Aires #7114 1/72 F-104 exhaust nozzle for Hasegawa kit £4.85
Black Box/Avionix #4814 1/48 TF-104G/J cockpit for Hasegawa kit £20.00



C & H Aero Miniatures 1/32 TF-104 conversion for Hasegawa kit $55.00
Eduard #EX189 1/48 TF-104G paint masks for Hasegawa kit £3.99
Eduard #FE368 1/48 TF-104G pre-painted Zoom set for Hasegawa kit £3.99
Eduard #49368 1/48 TF-104G pre-painted details for Hasegawa kit £11.80
Extratech #72078 TF-104G etched details for Hasegawa kit €5.00
Platz #72-4 1/72 JASDF F-104J/DJ etched details €9.29
Quickboost #48161 1/48 FOD Guards for F-104 for Hasegawa kit £4.30
RVHP #48026 1/48 TF-104G conversion for Hasegawa F-104G €62.00
Verlinden Productions #0567 1/72 TF-104G detail set £13.25

Decals

Unsurprisingly, there are few dedicated two-seater sheets, and modellers wishing to depict the trainer in all its guises will have a lot to add to their spares bank! Most operators are covered in 1/72 and 1/48, and special mention must be given to Daco, whose coverage of the aircraft in German and Belgian service is absolute in all four major scales!

Carpena/Colorado #72029 1/72 QF-104A-F/TF-104G USAF £5.99
Daco Products #3264 1/32 F/TF-104G Belgian Air Force €25.00
Daco Products #4864 1/48 F/TF-104G Belgian Air Force €17.50
Daco Products #7264 1/72 F/TF-104G Belgian Air Force €12.50
Daco Products #14464 1/144 F/TF-104G Belgian Air Force €6.50
Daco Products #3216 1/32 F/TF-104G German Air Forces €50.00
Daco Products #4816 1/48 F/TF-104G German Air Forces €30.00
Daco Products #7216 1/72 F/TF-104G German Air Forces €20.00
Daco Products #14416 1/144 F/TF-104G German Air Forces €8.50
Dutch Decals #72006 1/72 TF-104G D-5806 OCU 'The Dutch Masters' £OOP
Dutch Decals #48029 1/48 F/TF-104G Royal Netherlands Air Force £OOP
Dutch Decals #72054 F/TF-104G all serials for 306, 311, 312, 323 Sqns, CAV, OCU, TCA, & UFO £OOP
Icarus Productions #48003 1/48 Hellenic Air Force Jets Part 2 £15.25

Icarus Productions #72002 1/72 Hellenic Air Force Jets Part 2 £11.50
Leading Edge #4857 1/48 CAF CF-104 £5.40
Modeldecal #043 includes TF-104G V1bVKL £OOP
Platz #JD12 1/72 JASDF F-104J/DJ Collection Part 2 £10.85
Platz #JD13 1/72 JASDF F-104J/DJ Collection Part 3 £10.85
Superscale #72180 1/72 TF-104 includes N90500 Demonstrator £OOP
Superscale #72466 1/72 TF-104G £OOP
Superscale #481134 1/48 F/TF-104G £6.50
Tiger Wings 724003 TF-104G Taiwan £OOP
Victory Productions #48005 1/48 F-104A/B/C/D/N s £17.50
Vingtor #48004 1/48 Royal Norwegian Air Force CF-104/CF-104D £7.45
Vingtor #72004 1/72 Royal Norwegian Air Force CF-104/CF-104D £7.45

ICARUS
DECALS

*** These items are all available from HobbyLink Japan. For price and availability see the website at www.hlj.com**

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BY ANGELO PICARDO

Panzer Cracker

Most builders of large-scale aircraft – particularly the Luftwaffe in 1/32 - will be familiar with the name Jerry Rutman, as his output has been responsible for filling some large holes in many model collections, so the news of a new kit in the ever-more popular large scale of the lean armoured tankbuster has caused something of a stir among enthusiasts. The review sample we received came in the form of a plain brown cardboard box full of cream coloured resin, some white metal, a tiny etched fret, a beautifully printed decal sheet, but no instructions. Once I got the kit home, a look through the parts revealed some nice work present, including some finely engraved panel lines, hatch fasteners, and surface details. Obviously Mr. Rutman has put a lot of hard work into producing this model.

My initial concern was the lack of plans, but the breakdown of the kit didn't really make for any problems when assembling, and everything was pretty self-evident.

Construction

I started assembly with the cockpit, which on the Henschel 129 is so small and cramped that the gunsight and some of the engine instruments are externally mounted, with gauges on the inner sides of the nacelles. Having identified all the parts I started to clean them up and remove them from their pour stubs. There is a bit of flash, but nothing that causes any real problems. The instrument panel has plain dial faces but this was ok as I had a supply of MDC's German instrument decals that were perfect for the job, and once these had been applied and allowed to set, a blob of 5-minute epoxy formed the lens and the instrument panel was done.

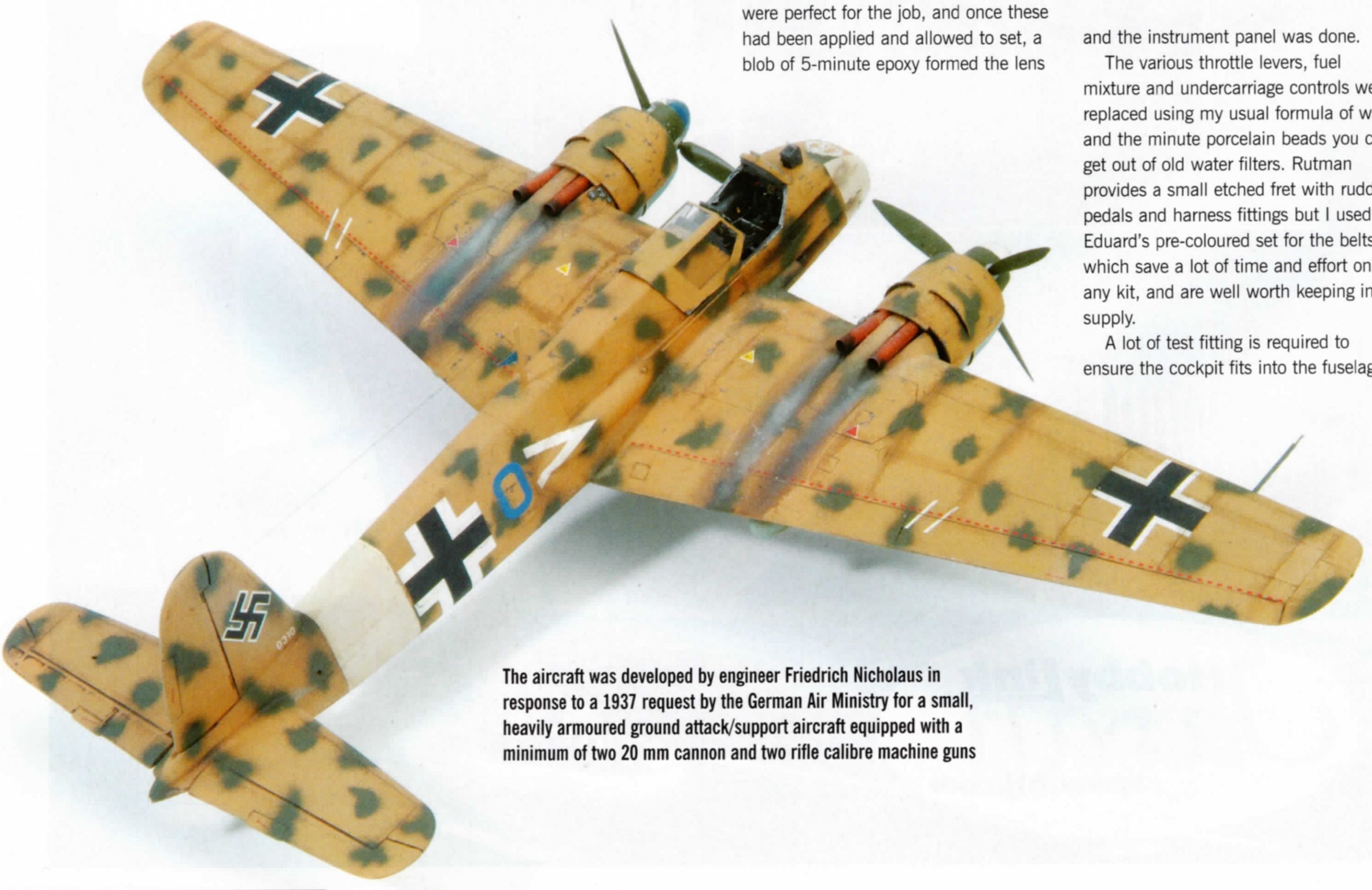
TECHNICAL DATA

Previewed SAMI Vol. 14 issue 11 p 1015

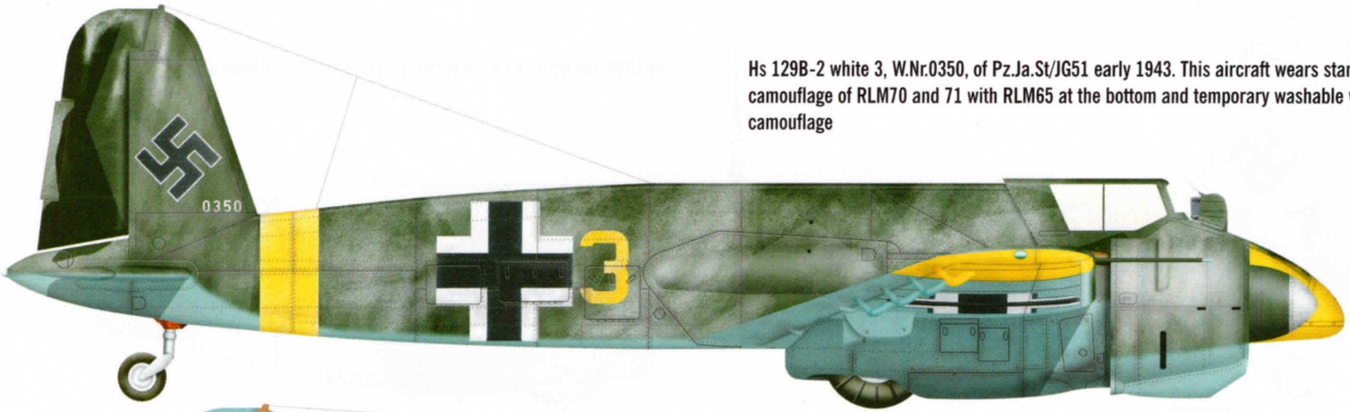
Scale: 1/32	Kit No: N/A
Price: US$130.00	Decal Options: 5
Type: Resin	
Manufacturer: JRutman Products	

The various throttle levers, fuel mixture and undercarriage controls were replaced using my usual formula of wire and the minute porcelain beads you can get out of old water filters. Rutman provides a small etched fret with rudder pedals and harness fittings but I used Eduard's pre-coloured set for the belts, which save a lot of time and effort on any kit, and are well worth keeping in supply.

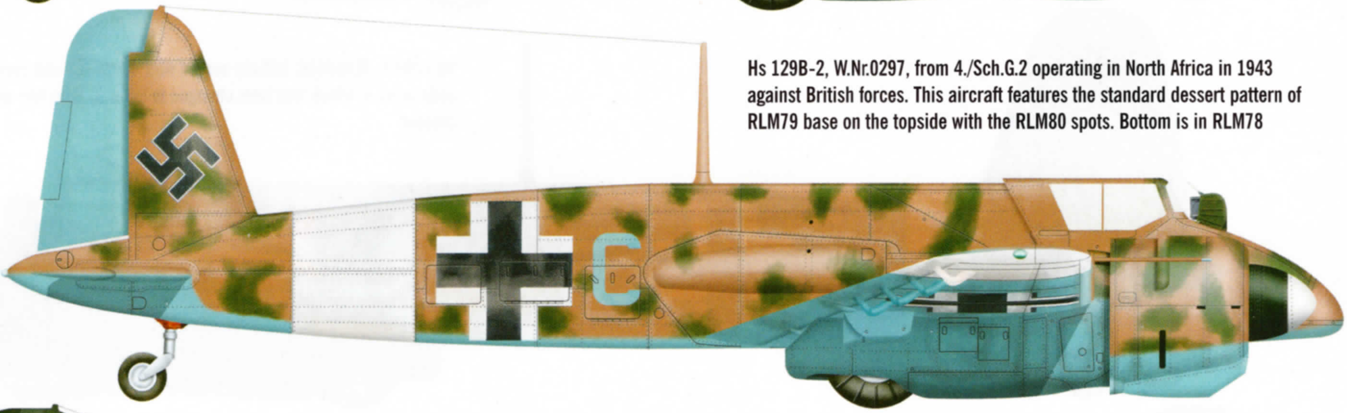
A lot of test fitting is required to ensure the cockpit fits into the fuselage,



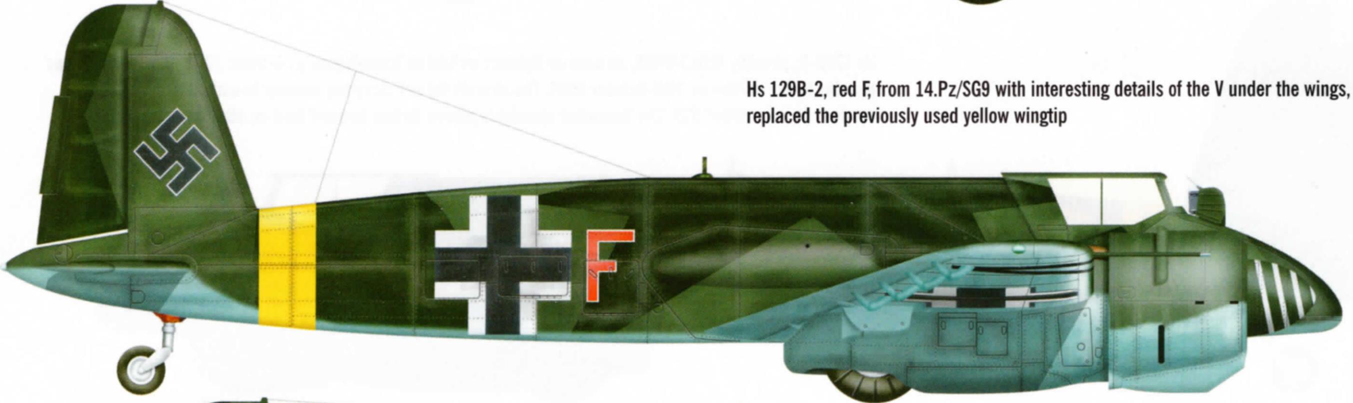
The aircraft was developed by engineer Friedrich Nicholaus in response to a 1937 request by the German Air Ministry for a small, heavily armoured ground attack/support aircraft equipped with a minimum of two 20 mm cannon and two rifle calibre machine guns



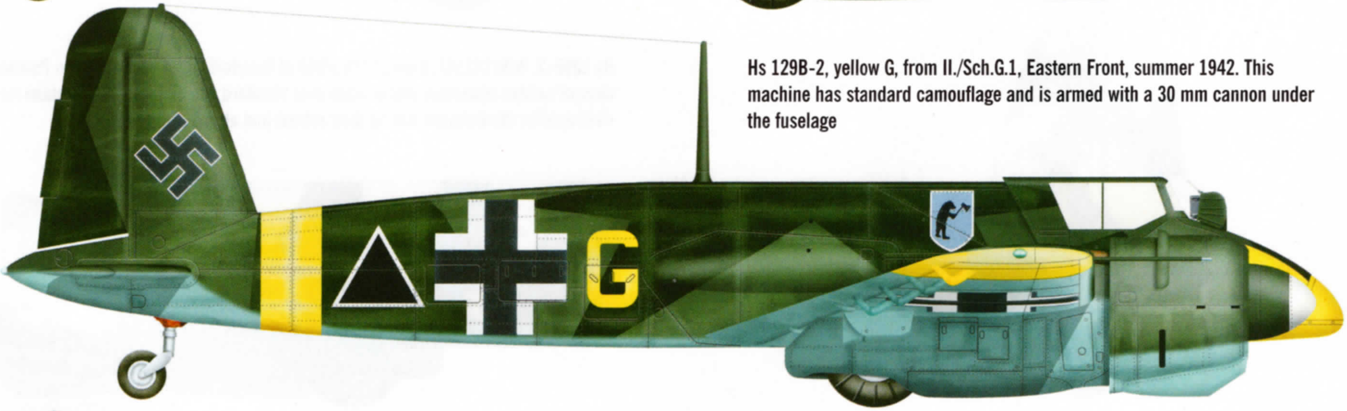
Hs 129B-2 white 3, W.Nr.0350, of Pz.Ja.St/JG51 early 1943. This aircraft wears standard camouflage of RLM70 and 71 with RLM65 at the bottom and temporary washable winter camouflage



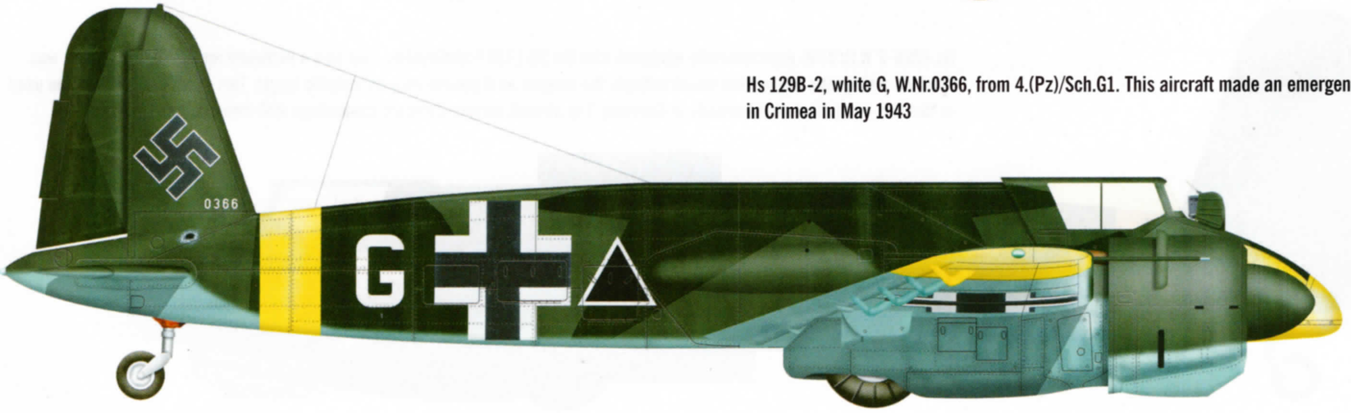
Hs 129B-2, W.Nr.0297, from 4./Sch.G.2 operating in North Africa in 1943 against British forces. This aircraft features the standard dessert pattern of RLM79 base on the topside with the RLM80 spots. Bottom is in RLM78



Hs 129B-2, red F, from 14.Pz/SG9 with interesting details of the V under the wings, which replaced the previously used yellow wingtip



Hs 129B-2, yellow G, from II./Sch.G.1, Eastern Front, summer 1942. This machine has standard camouflage and is armed with a 30 mm cannon under the fuselage



Hs 129B-2, white G, W.Nr.0366, from 4.(Pz)/Sch.G1. This aircraft made an emergency landing in Crimea in May 1943

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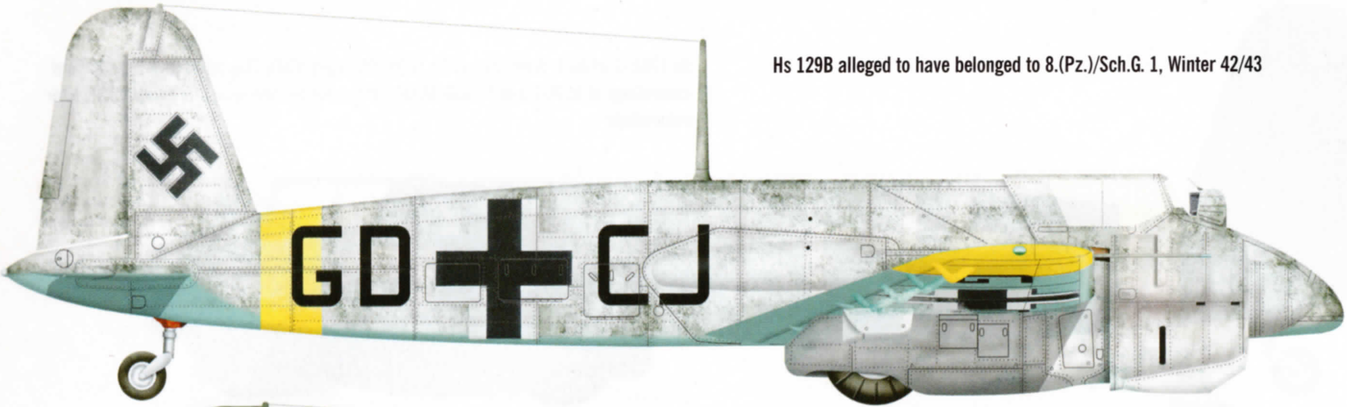
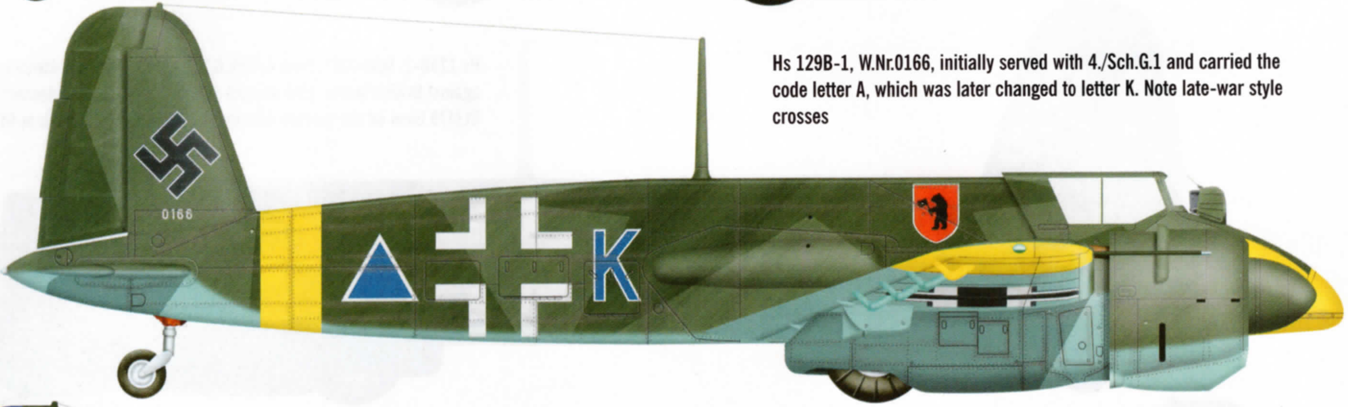
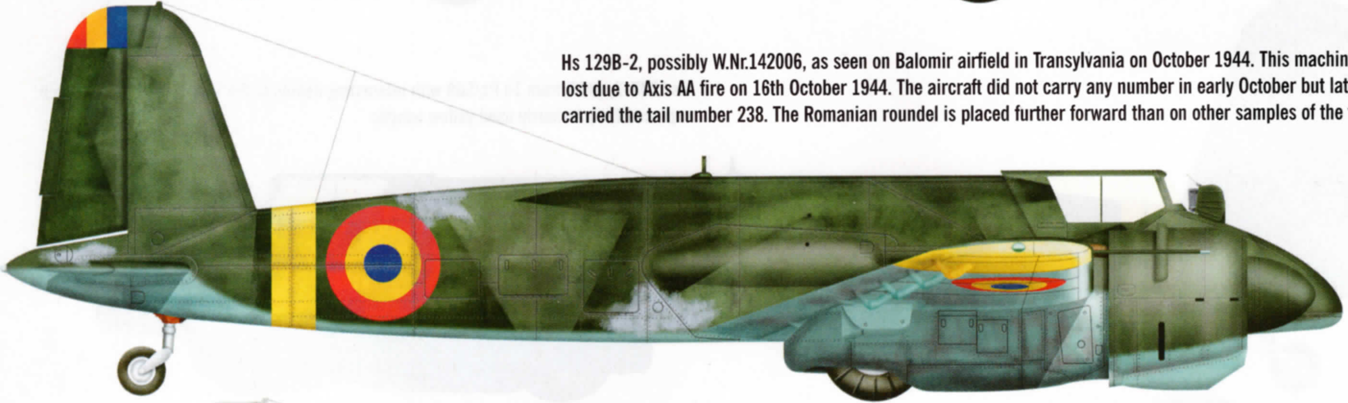


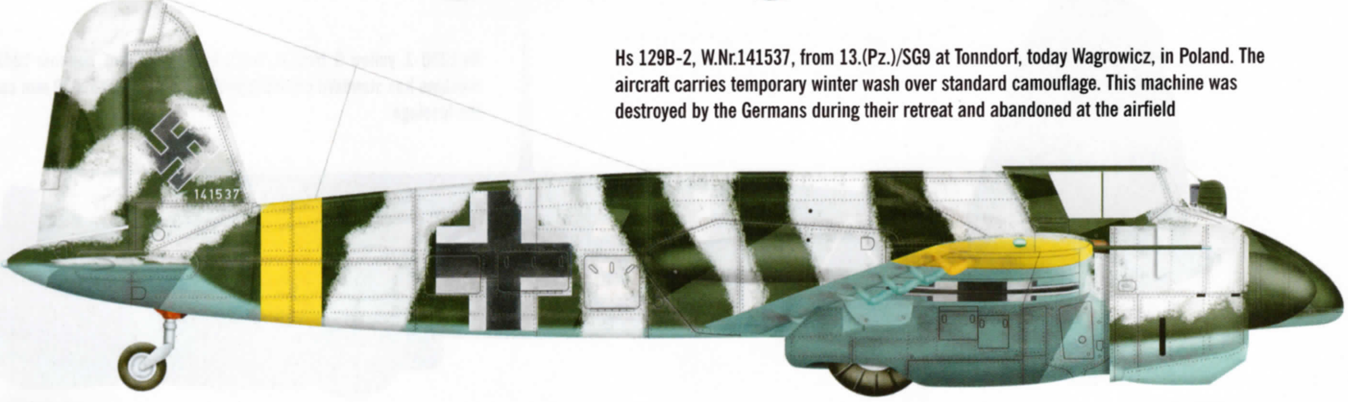
Hs 129B alleged to have belonged to 8.(Pz.)/Sch.G. 1, Winter 42/43



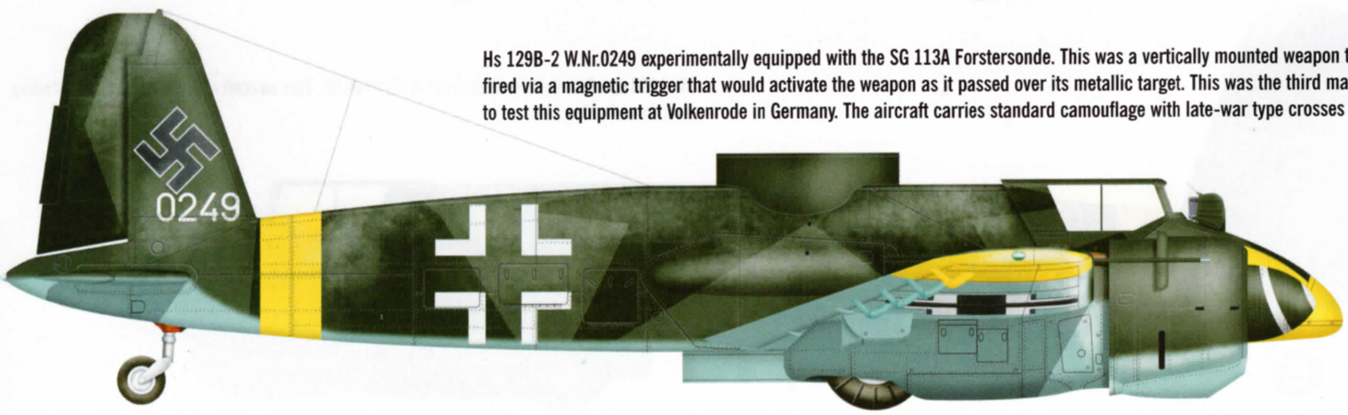
Hs 129B-1, W.Nr.0166, initially served with 4./Sch.G.1 and carried the code letter A, which was later changed to letter K. Note late-war style crosses



Hs 129B-2, possibly W.Nr.142006, as seen on Balomir airfield in Transylvania on October 1944. This machine was lost due to Axis AA fire on 16th October 1944. The aircraft did not carry any number in early October but later carried the tail number 238. The Romanian roundel is placed further forward than on other samples of the type



Hs 129B-2, W.Nr.141537, from 13.(Pz.)/SG9 at Tonndorf, today Wagrowicz, in Poland. The aircraft carries temporary winter wash over standard camouflage. This machine was destroyed by the Germans during their retreat and abandoned at the airfield



Hs 129B-2 W.Nr.0249 experimentally equipped with the SG 113A Forstersonde. This was a vertically mounted weapon that was fired via a magnetic trigger that would activate the weapon as it passed over its metallic target. This was the third machine used to test this equipment at Volkenrode in Germany. The aircraft carries standard camouflage with late-war type crosses

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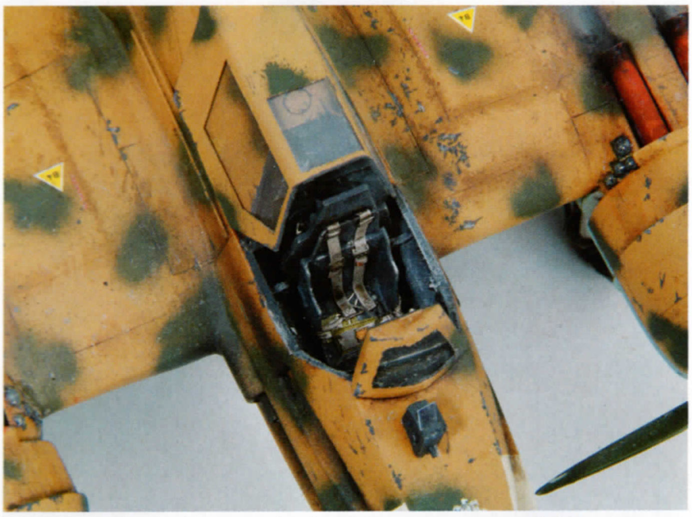
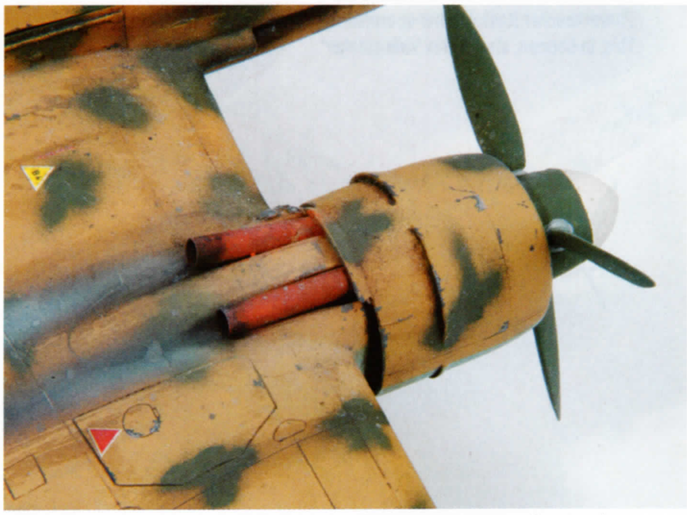
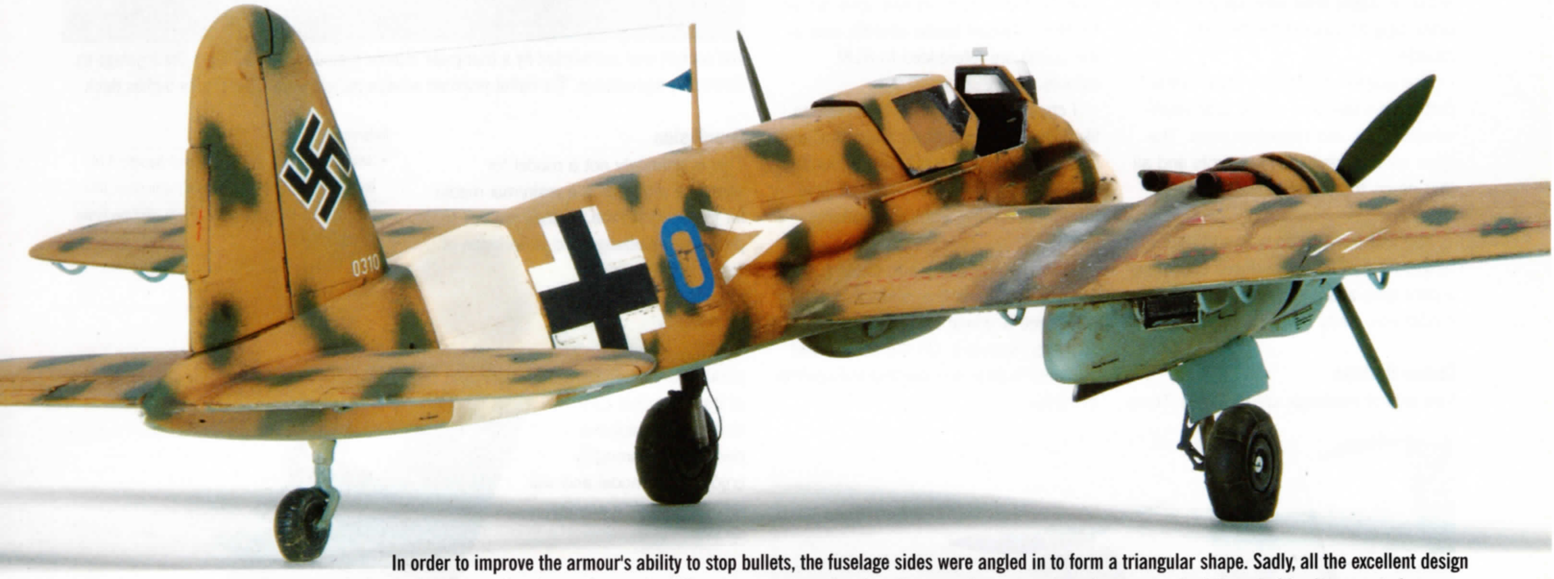


Eduard's pre-painted belts were employed, and these can be recommended as a cheap, quick, and highly effective upgrade to any model



Heavy exhaust staining was applied across the wing-uppers, corresponding to reference photos



In order to improve the armour's ability to stop bullets, the fuselage sides were angled in to form a triangular shape. Sadly, all the excellent design work that went into improving survivability was wasted, as the aircraft was under-powered, and never received the priorities it warranted

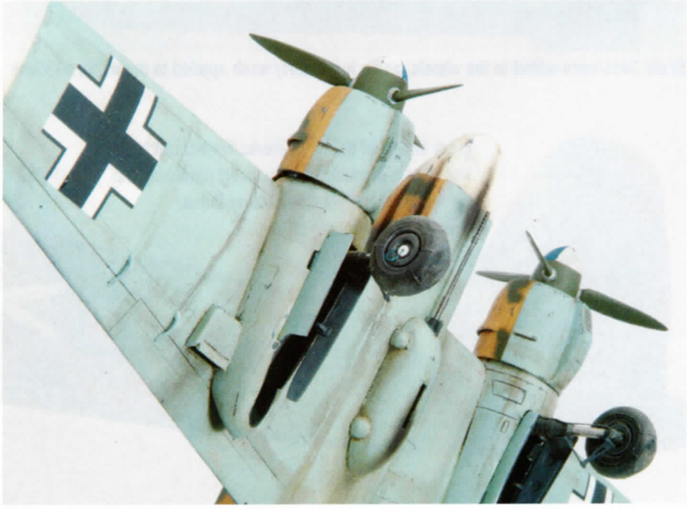
as the walls are slightly on the thick side, but it was no real chore to get a good fit, and once the fuselage was closed up I used five-minute epoxy for greater strength and as a gap filler, and I then turned to the wings.

Some clean up is required here, and the trailing edges do need a lot of thinning down. The undercarriage bay roofs need to be fitted in before the wings are closed and then the fairing halves can be assembled.

The tail surfaces are all one-piece castings and to ensure a secure fit, I drilled and pinned them to the fuselage, again using five-minute epoxy for a good strong join. Likewise, the wings need something a bit more substantial to ensure a strong join so I used some brass rod as a spar, and this achieved a good solid fit.

The engine cowlings are one-piece castings requiring a little clean up and some thinning of the rear edge. The radial engines are the roughest casting of the model but not much can be seen once assembled. I fitted push rods made from stretched sprue and used fine gauge fuse wire for the ignition harness, and when all was done and dusted they looked fine in place.

Armament-wise, there are four internal machine guns, the gun ports of which require drilling out and fine brass tube is provided for the barrels. The externally mounted cannon has a hollow resin gun pack and a turned brass barrel made by Schatton Modellbau that has to be seen to be believed! The flash suppressor is so delicate I really believed



Schatton Modelbau's exquisite cannon in place

Profiles – General notes

During its career the Henschel Hs 129 used two standard camouflage patterns. The first one was of the splinter type and consisted of RLM70 *Schwarzgrün* and RLM71 Dunkelgrün on the topside and RLM65 *Hellblau* on the underside. In the African desert the pattern was simpler, with a RLM 79 Sand base oversprayed with spots in RLM80 *Dunkelgrün*, and RLM78 *Himmelblau* undersides. The aircraft carried theatre markings in the form of a band on the rear of the fuselage, the undersides of the wing tips, and in many cases the nose of the aircraft. In 1944 these were replaced by V markings in yellow on the top of the port wing and in black at the bottom of the starboard. National insignia were carried in six positions, with the swastika on the vertical tail and standard Balkenkreutz on the wings and fuselage sides.

● **SAMI**

The Henschel Hs 129 was nicknamed the Panzerknacker (tank cracker or armour breaker). This, in German, also means 'safe cracker'

I would not be able to finish the model without damaging it, even if I left it off to the very last. It is carefully packed within a plastic tube and has a turned brass plug to support the delicate muzzle.

The undercarriage consists of white metal main legs and yokes, with resin wheels, tyres and retraction arms. The tyres are moulded with flat spots and all that needs to be added are the brake lines.

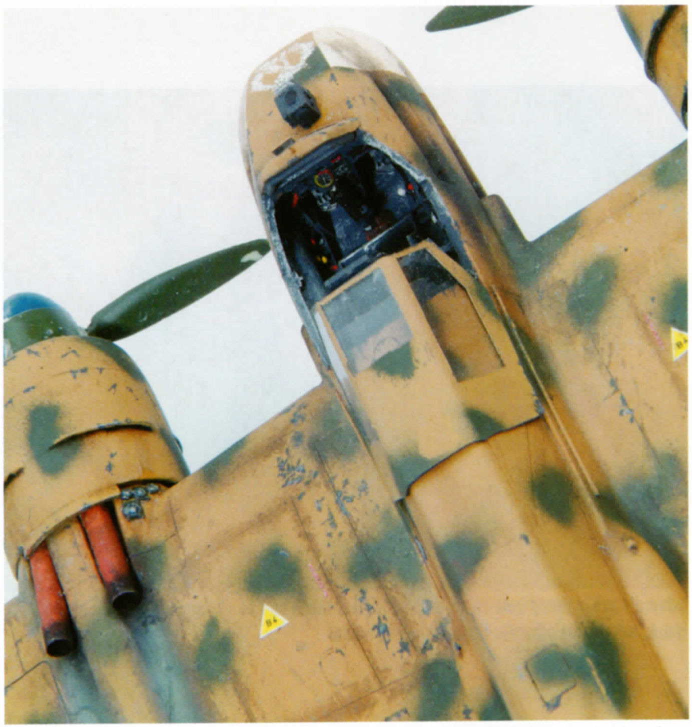
The last thing to do was add the hinges for the control surfaces and make a pitot tube and aerial mast before the model was ready for painting.

Colour Options

Five sets of markings are included. Three are Eastern Front based machines with a camouflage of RLM 65/70/71, with one aircraft having a white disruptive pattern over the top. The other two schemes are for North African based aircraft, and all the paints are referenced to RLM colours.

I chose the Libyan based aircraft as I liked the Infantry Assault badge painted on its nose. I used a mixture of Humbrol enamels and Vallejo acrylics and gave the model a fairly worn and battered finish.

The colour painting and decal guides, done by Radu Brinzan, show this aircraft with a red fuselage code and red quartered spinners. On the decal sheet the letter is blue so I painted the spinner to match.



The cockpit was surrounded by a triangular armour plated tub, which gives the fuselage its distinctive appearance. The bullet resistant window panels were nearly three inches thick

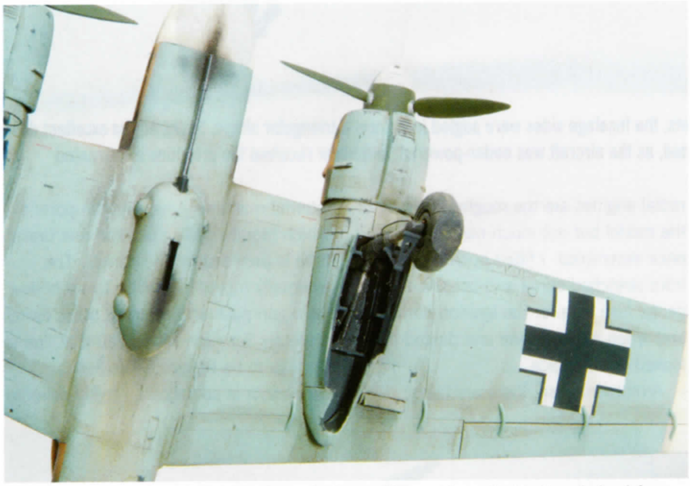
Conclusion

This is definitely not a model for someone attempting a resin/mix media kit for the first time. It does require some previous knowledge and experience of resin, but a fantastic job can be made from it. There is something sinister about the look and sit of the Henschel 129 that this kit captures perfectly. I thoroughly enjoyed the model and will recommend it to anyone.

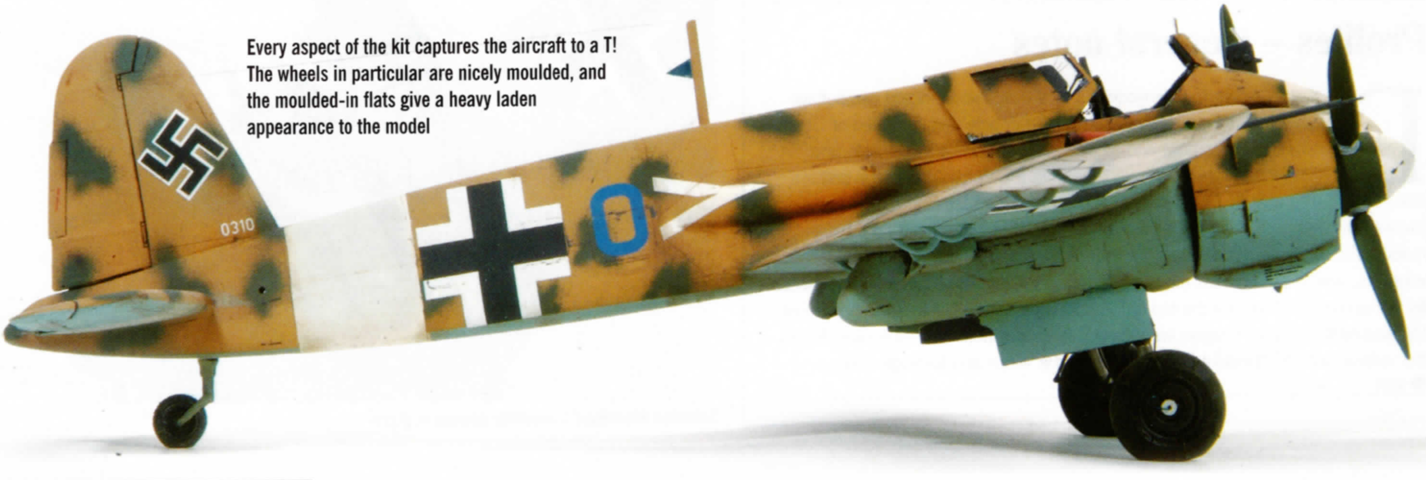
● SAMI

References:

- Henschel Hs 129 in action, Aircraft Number 176, Denes Bernad, Squadron/Signal Publication, USA
- Henschel Hs 129, Janusz Ledowoch, Wydawnictwo Militaria, Poland
- Hs 129 Panzerjäger, Martin Pegg, Classic Publication, UK



Brake lines were added to the wheels, and a heavy dirty wash applied to the whole airframe



Every aspect of the kit captures the aircraft to a T! The wheels in particular are nicely moulded, and the moulded-in flats give a heavy laden appearance to the model

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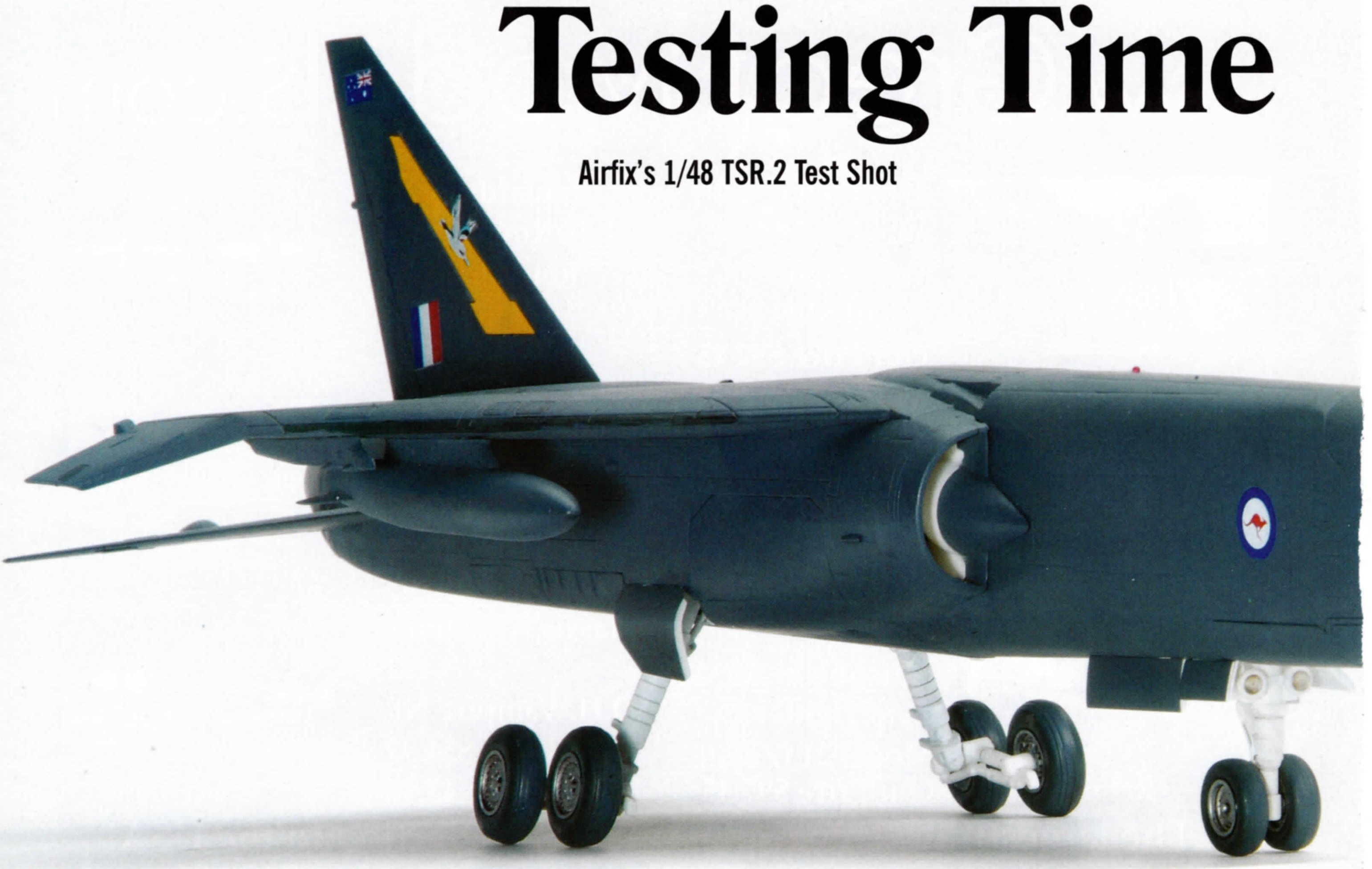
BY **DAVID FRANCIS**

Testing Time

Airfix's 1/48 TSR.2 Test Shot

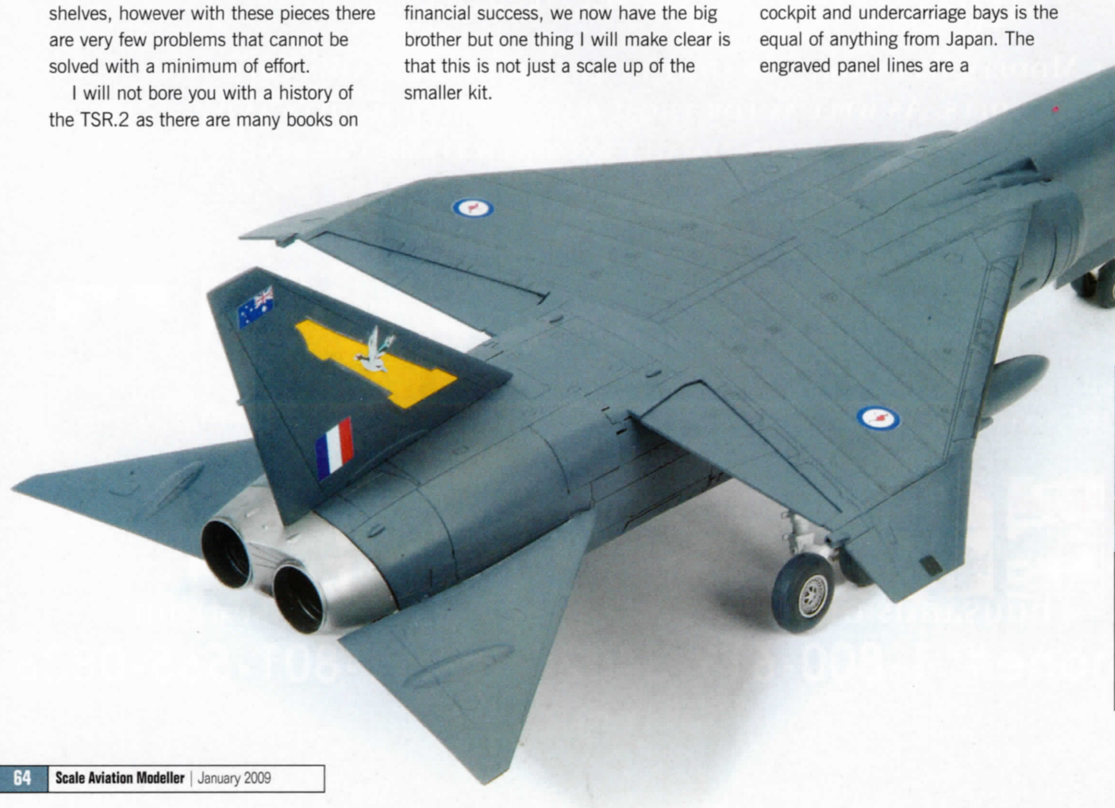


Bne of the highlights on the Airfix stand at Telford this year was a set of sprues for the new Airfix TSR.2, and at the end of the show we were fortunate enough to be given them to build. Now, like any test shot you do have to be aware that there may still be changes made before the production kits hit the shelves, however with these pieces there are very few problems that cannot be solved with a minimum of effort.

I will not bore you with a history of the TSR.2 as there are many books on the subject that can do a better job than me. In model form there had been quite a few limited run and vacform kits produced then, two years ago, Airfix produced a mainstream 1/72 kit, and as it was a fairly limited run it rapidly disappeared from hobby shop shelves, only to reappear on eBay, in many cases at vastly inflated prices. Obviously a financial success, we now have the big brother but one thing I will make clear is that this is not just a scale up of the smaller kit.

As the test shot had no instructions I put out a plea on the Hyperscale website forum for a scan of those from the 1/72 kit, and though these did help in placing some parts the breakdown of the kit is a lot different - and that is different in a good way.

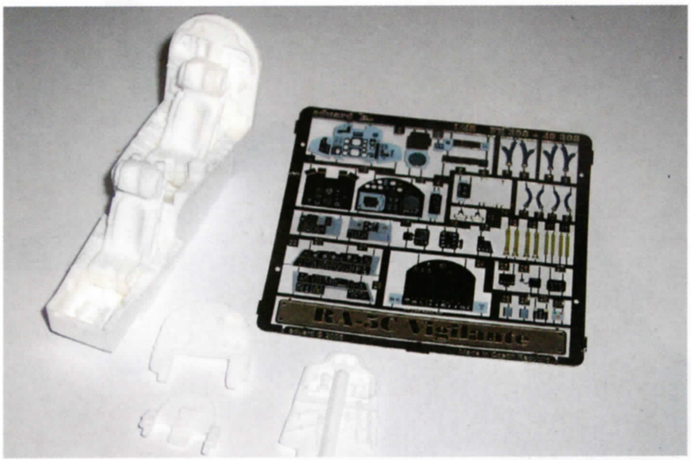
On inspection of the sprues it is apparent the engraved detail in the cockpit and undercarriage bays is the equal of anything from Japan. The engraved panel lines are a bit overdone, not quite trench-like but not as fine as other kits, and some of the panel lines are not complete, although bear in mind again, this is a test shot so this may not be the case on a production model. The next thing I noticed were some pin marks in between the detail in the undercarriage



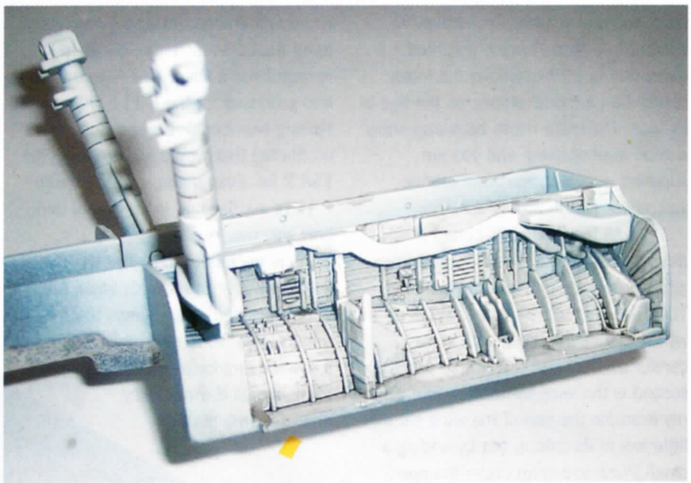
TECHNICAL DATA

TSR.2 Test Shot

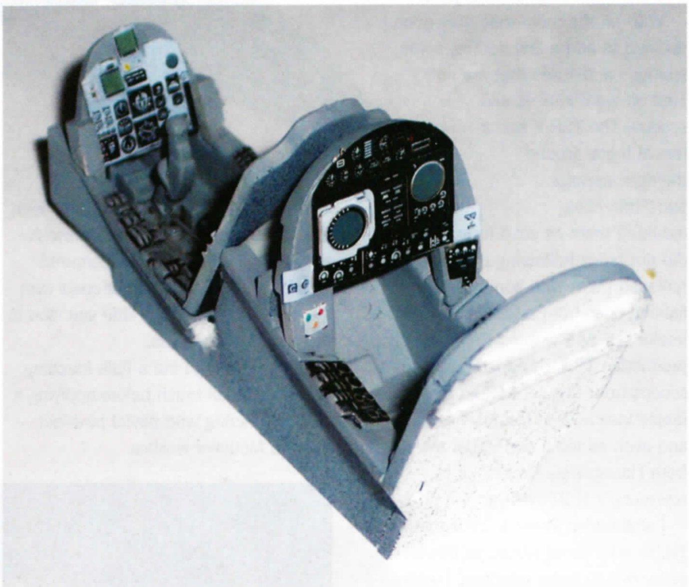
Scale: 1/48	Price: £28.00
Kit No: 10105	Status: New Tooling
Type: Injection Moulded plastic	
Manufacturer: Airfix	



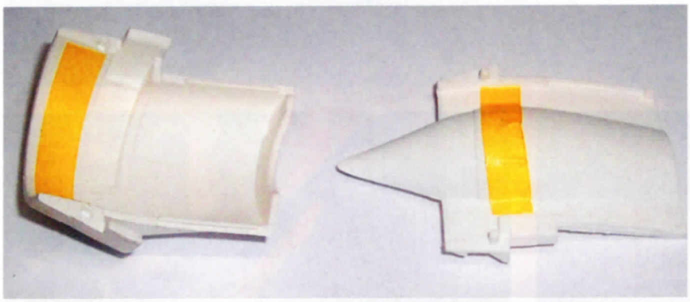
The basic cockpit is well detailed but some Eduard brass added more to the instrument panels



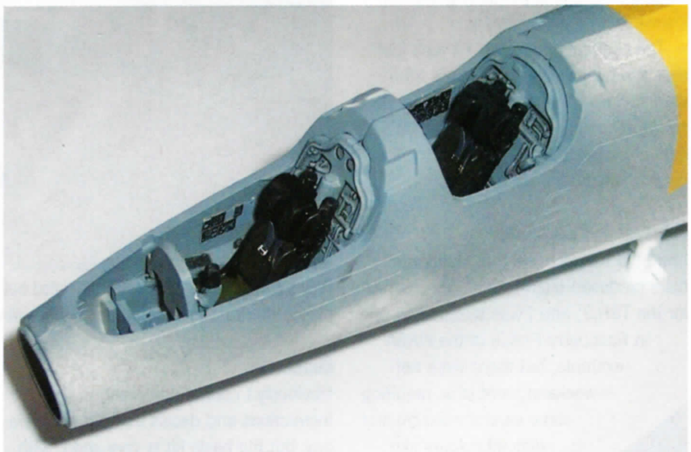
A dark wash was added to show the detail for photographs



Nothing can compare to Eduard pre-coloured brass for a quick fix to a cockpit



The intakes are almost seamless with a little work. I added some masking tape at this stage to get a sharp divide between the white and grey



Kit seats and rear bulkheads with Eduard brass on the sidewall. Most of this is hard to see with the canopy down

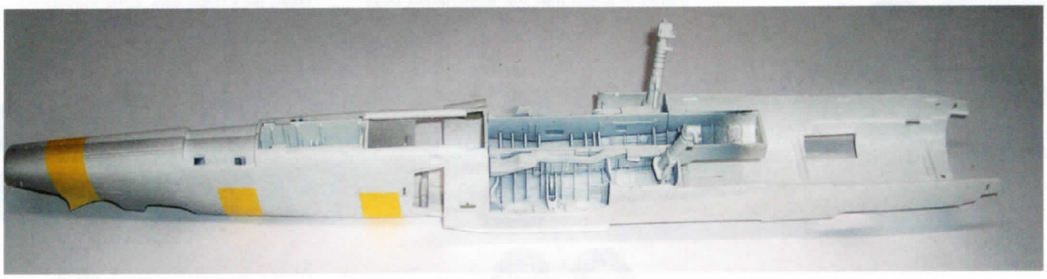
bays and some large sink marks on the fuselage adjacent to the locating lugs. At first this had me quite worried as I hate trying to fill pin marks, especially when they lie between moulded detail, then I realised that this kit was really well engineered as all of these sink and pin marks were hidden behind panels or separate duct work.

Construction

Construction started with the cockpit and this is quite nice, especially on the bulkheads. The ejector seats are also very good and just need brass seatbelts added to look quite acceptable. As in the recent Canberra kits we have lots of nice detail but in one of the most obvious areas – the instrument panels – there is virtually nothing, so as I was building a 'What If' I added some of Eduard's pre-painted etched brass, designed for a Vigilante, to my model.

To be fair to Airfix I am sure the aftermarket will soon produce dedicated sets to add the missing detail, and unless you leave the canopy open you can see virtually nothing in the cockpit as the windows are quite small.

The undercarriage bays are very well detailed but on the TSR.2 the large doors are closed unless the undercarriage is retracting or undergoing maintenance, so most of this will be hidden on the finished model. The undercarriage legs are very solid, much like the original, which was designed to operate from unprepared runways. Certainly some parts are over scale, like the trailing links, but again I am sure aftermarket replacements will be available shortly after the kit arrives. To



Here you can see the way that the separate panels are used to hide any sink marks finish the undercarriage you have the wheels, and these have a weighted effect that is a bit overdone but looks better than a model resting on the tips of its toes. The main bomb bays also show a good level of detail and you are supplied with a choice of an atomic weapon or fuel tanks to fill it.

With all the fiddly bits done I now assembled the rest of the kit, and there are only two areas that needed a little TLC. The first is the intakes, the fit of which can be improved with some careful sanding and test fitting, and the second is the wing-to-fuselage join. On my example the rear of the wing sat a little low in its cutout, but by adding a small Plasticard shim under the rear section of the wing I raised it enough to produce a seamless smooth joint.

With all the main assembly done I decided to add a few details, some spurious and some that are not. First off were intakes and scoops. The TSR.2 has a few of these around the rear fuselage and Airfix have moulded them as solid lumps and as I did not fancy hollowing them out I replaced them with some similar looking ones from a Quickboost MiG-19 intake set. As I wanted to produce a production TSR.2 I added a few extra scoops from this set around the undersides and on the fuselage sides, and even added a pod under the nose from Hasegawa's Draken kit to represent a FLIR system.

I also raided Revell's Eurofighter Typhoon for some stores, as this kit includes a massive selection. I added underwing fuel tanks and a set of pylons using the mounting points engraved on the wings to aid positioning.

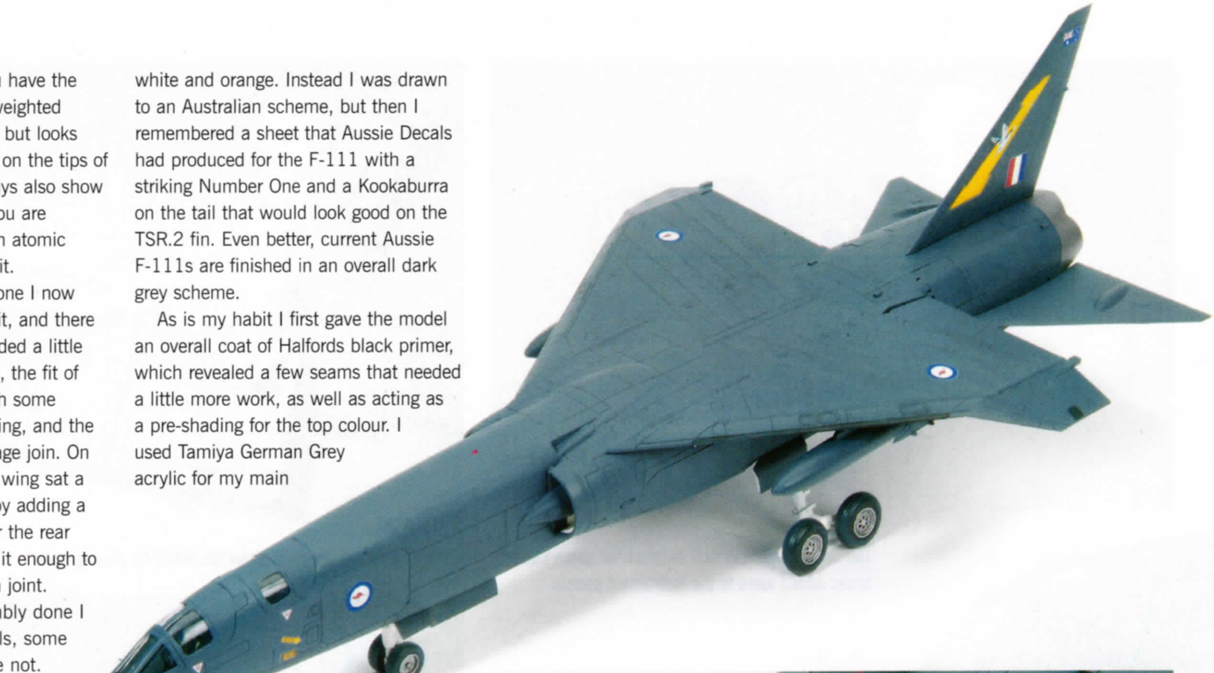
The construction of this kit took just over a week and was a pleasure from start to finish, but now I had to find a colour scheme that could be painted over a weekend as the deadline for this issue was fast approaching.

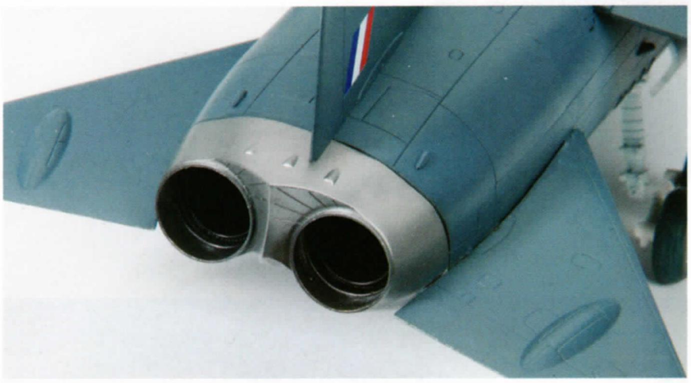
Painting and Decalling

I had the three sheets that Hannants have produced offering What If schemes for the TSR.2, and I was tempted by one in Raspberry Ripple or the NASA example, but these were not weekend paint jobs, requiring some careful masking and difficult colours like white and orange. Instead I was drawn to an Australian scheme, but then I remembered a sheet that Aussie Decals had produced for the F-111 with a striking Number One and a Kookaburra on the tail that would look good on the TSR.2 fin. Even better, current Aussie F-111s are finished in an overall dark grey scheme.

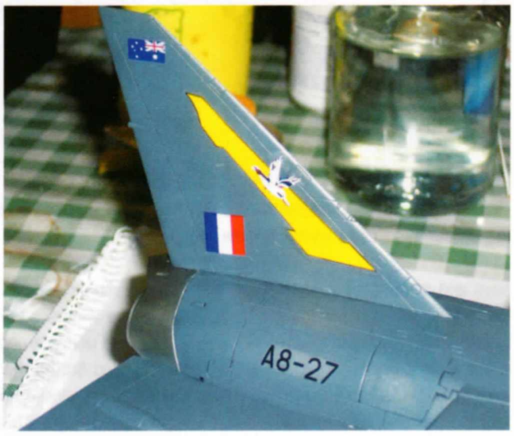
As is my habit I first gave the model an overall coat of Halfords black primer, which revealed a few seams that needed a little more work, as well as acting as a pre-shading for the top colour. I used Tamiya German Grey acrylic for my main colour thinned 60/40 with their own thinners, and started by applying solid colour to the centre of panels before misting lighter coats over the panel lines to add a little variation to the one-colour scheme.

After decalling I did a little touching up with a small brush before applying a little weathering with pastel powders and Pro Modeller washes.





Only small amounts of filler were needed but I hated the white plastic which made it hard to see if the joint was perfect



The impressive tail art from an Aussie Decals sheet

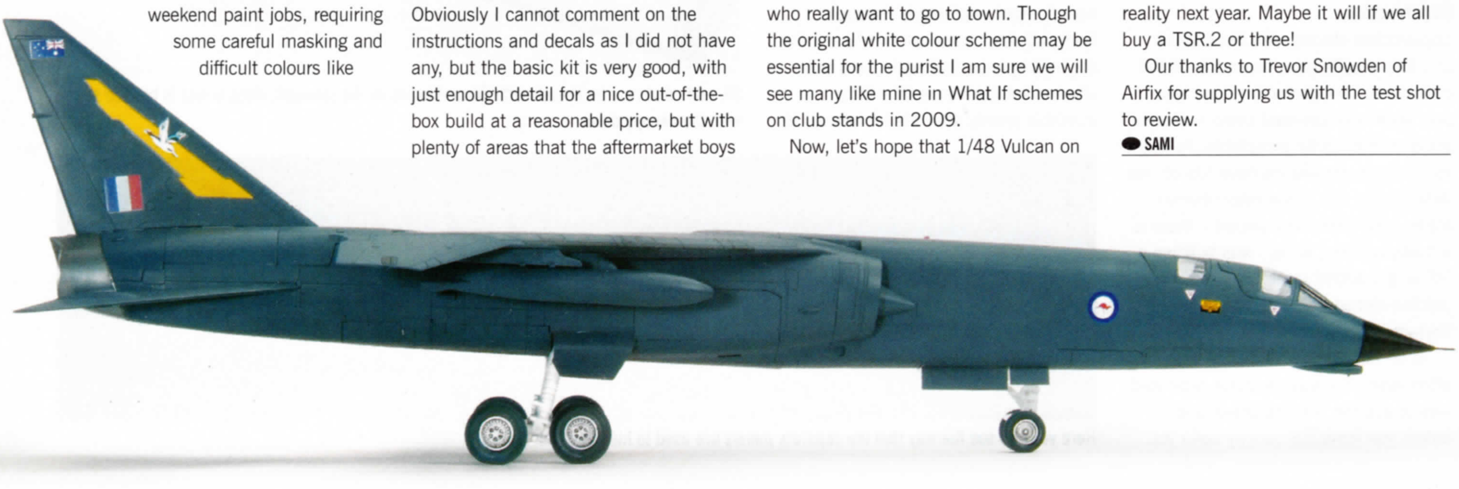
Conclusion

Obviously I cannot comment on the instructions and decals as I did not have any, but the basic kit is very good, with just enough detail for a nice out-of-the-box build at a reasonable price, but with plenty of areas that the aftermarket boys can step into and improve on for those who really want to go to town. Though the original white colour scheme may be essential for the purist I am sure we will see many like mine in What If schemes on club stands in 2009.

Now, let's hope that 1/48 Vulcan on the Airfix stand at Telford becomes a reality next year. Maybe it will if we all buy a TSR.2 or three!

Our thanks to Trevor Snowden of Airfix for supplying us with the test shot to review.

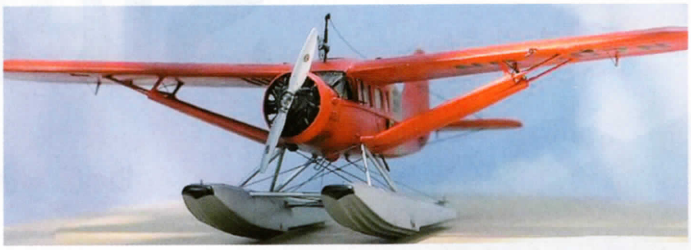
● **SAMI**



American Patrol

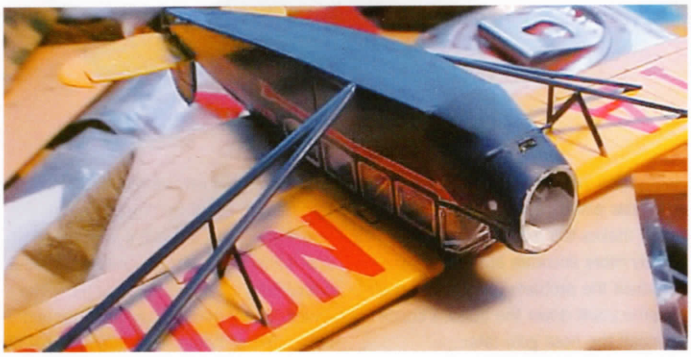
Khee Kha Art Products

The Knee Khan Corporate Headquarters in a snowy setting


Steve Kallan submitted this photo of the Khee Kha Bellanca CH-300 Pacemaker with add-on floats and flashy orange paint job

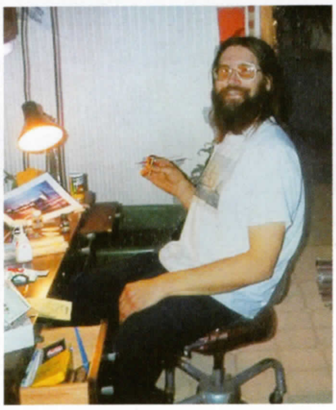
Most of what is written in this column deals with the geographical location in the United States referred to as 'the lower 48,' but this month Alaska is in the spotlight here in a manner of speaking. Our youngest state is celebrating its 50th Anniversary in the Union and for a brief time was thrust into prominence as the home of a Vice-Presidential candidate who was described as 'gorgeous' by the President of Pakistan.

Anyway, let's get down to business. As you are reading this little piece of literary fluff, in all likelihood, a fiftyish dude with a full beard is laboring away in the cozy confines of his upstairs workshop/loft in Wasilla, Alaska to produce yet another marvel of vacu-engineering. Anyone that has conversed with one Lars Opland, either in person or via electronic mail or chat group, knows that there are few folks with more enthusiasm for Golden Era aircraft, especially Bellancas, Fairchilds, and their ilk, than Mr. Opland.


Lars' build of his Fairchild 71 kit

Fortunately for the rest of us, Lars is a talented man with a vacform machine. That he does custom jewelry cannot hurt, for his 1/72 aircraft kits are jewels in themselves. If you know anything at all about Lars, it becomes apparent that producing a vacform kit is relatively simple when you discover that he built a pretty-good sized sailboat from scratch, without the benefit of any plans or Naval Architecture credentials. Like his kits, the boat is simple yet elegant, and does its job well.

I suspect that Lars Opland's interest in airplanes is genetic, because if you go to his web page at 1000aircraftphotos.com, he mentions a flight on a DC-3 at age 3, and the numerous vintage photos taken in the 1930s and 1940s are credited to Lars' grandfather, Alfred Opland. Alfred arrived in Alaska during the Great Depression to take a teaching position in a small village. In Lars' words 'Along the way there were other sidelines and adventures: a stint with the agency in charge of reindeer herding, running a salmon setnet (commercial fishing) site and even a posse to capture reindeer thieves one summer. They also got to know some bush pilots quite well.'

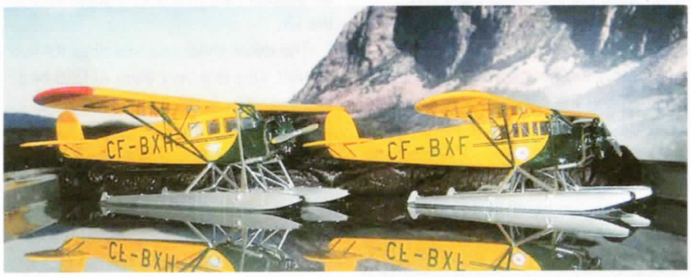

Lars still finds time to model subjects such as this Corsair

Naturally, much of the inspiration for Lars' subjects can be traced to his grandfather, who did as good a job of recording Alaskan aviation in the 1920s and 1930s as Lars has done with the aircraft kits he offers. While his manufacturing could be termed quaint by some, he brings a passion to Khee Kha that guarantees no disappointment when it comes to his kits. Evidence of this can be found on the Khee Kha website, where virtually complete assembly instructions with photos can be found if you are squirrelly about building a vacform.

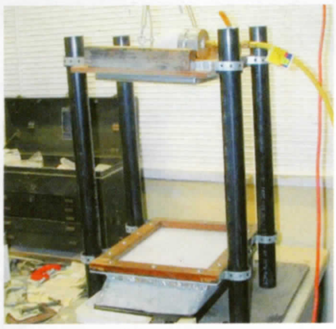
Last I checked with Lars, he is working on Kit #5, which is secret. It promises to be good. And like his other kits, it's a fair bet that there will be optional versions with different markings, and with or without floats. One of the beauties of Khee Kha kits is that they can be converted to different versions of an aircraft using a slightly different engine and cowling, a slightly different length wing, and so on. This is because the nature of the prototypes of these models is that no two aircraft were necessarily identical, especially in the case of the Bellancas. So if there is something you want to build, one of the kits may fill the bill with a few mods.

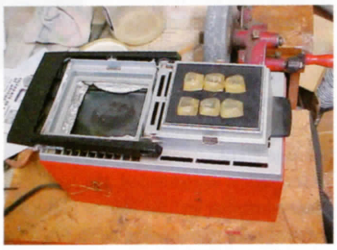
We don't ordinarily feature kit manufacturers here, but Khee Kha is rather unusual, so I hope you enjoyed reading about them!

● **SAMI**



Builder Bob Cameron of Whitehorse, Yukon Territory submitted these photos to Lars of a pair of Khee Kha Fairchild 71s that he built and photographed. Floats courtesy of Khee Kha and Matchbox, decals by Whiskey Jack Decals. Hard to believe these are 1/72 kits!


Here is a view of the vacuforming setup


Lars uses this venerable Mattel vacuform machine to produce canopy parts, with a shop vacuum employed to produce the suction required

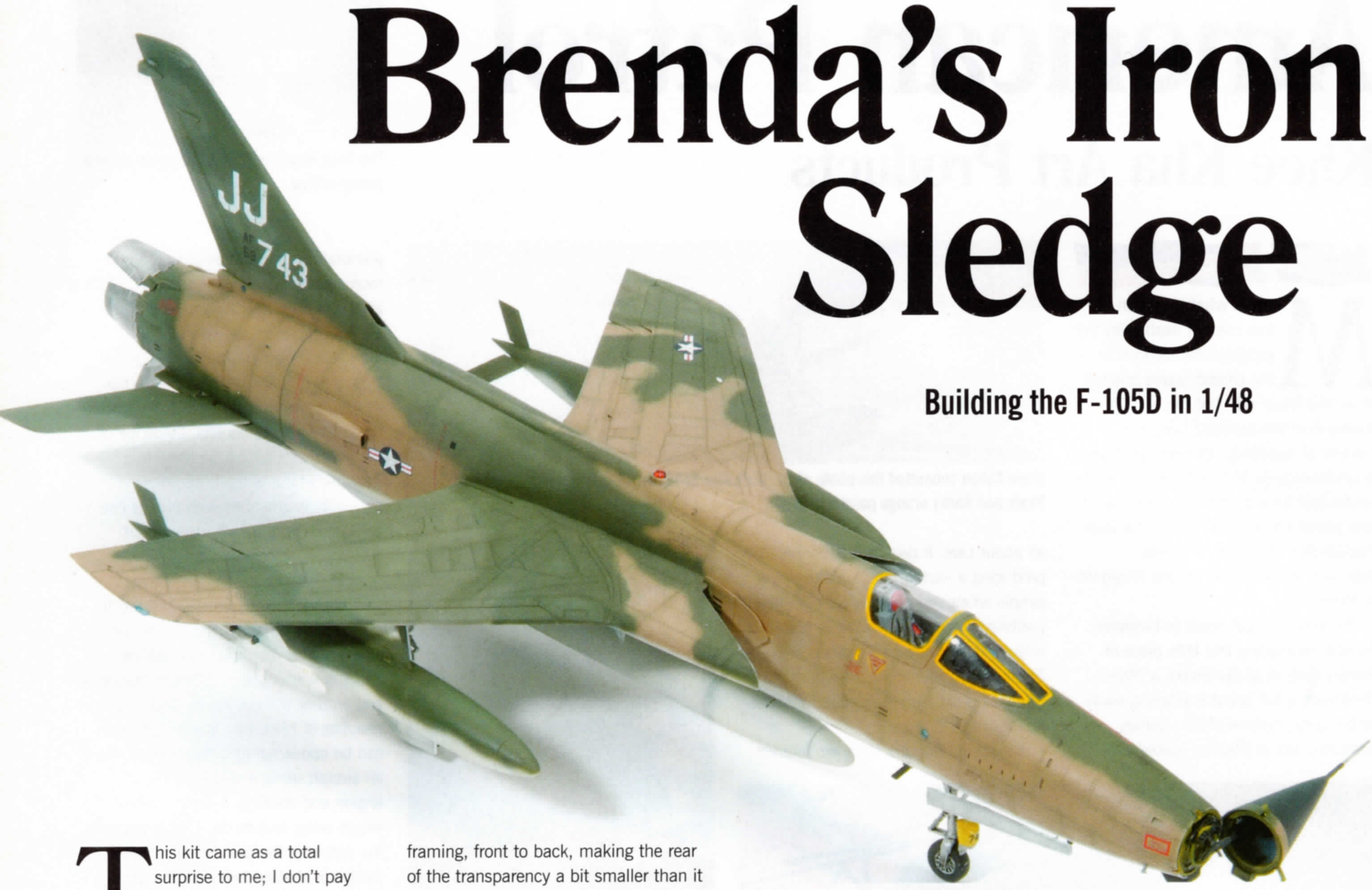
Here are two rubber molds into which casting resin has been poured

This is one of the rubber molds used to produce resin detail parts for a kit, including a prop and an engine

BY **PETER MARSHALL**

Brenda's Iron Sledge

Building the F-105D in 1/48



This kit came as a total surprise to me; I don't pay much attention to manufacturers' release schedules as they often bear little relation to reality, but I would have expected to hear a rumor at least. But no, here it is, fully formed. And quite a nice form too...

First impressions in the box are positive. Some fine details – access panels look nice, all the panel lines are crisp, good looking Vulcan and IFR probe, full engine, well defined cockpit details, all three external tanks, a radar to go under the nose cone, separate wingtips and the clear sprue is good, while the canopies are thin, distortion and scratch free. My only slight concern is the shape of the canopy, which may have slightly too much slope on the framing, front to back, making the rear of the transparency a bit smaller than it should be.

In addition to the three external tanks the load supplied consists of a couple of rather understated MERs, eight Mk 82s and two AGM-12B Bullpups. I am a little suspicious of the instructions with regards the weapons configuration, so advise a close check of references. Also, further reading suggests that the -12B Bullpup was attached to the pylons with an adaptor rail, which isn't supplied with the kit.

The decal sheet has markings for two aircraft. One is a very plain AFRES bird and the other is 62-4364 marked as Pussy Galore II, though it doesn't tell you that, it just supplies an extremely well done nude on a small separate sheet. It's also got the yellow canopy framing as a decal, and a fairly comprehensive set of stencils and ordnance markings.

F-105D Thunderchief
F-105D サンダーチーフ

TECHNICAL DATA

F-105D

Scale: 1/48	Kit No: 80332
Price: £22.99	
Panel Lines: Recessed	Status: New Tooling
Type: Injection Moulded Plastic	
Manufacturer: HobbyBoss	
UK Importer: Creative Models	
US Importer: Squadron	

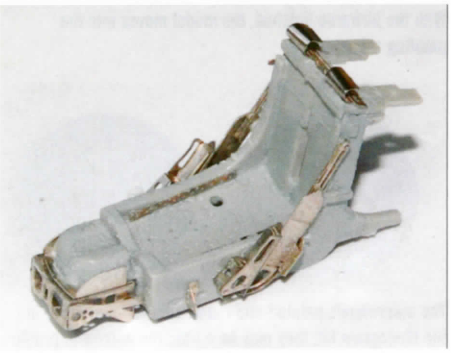
Construction

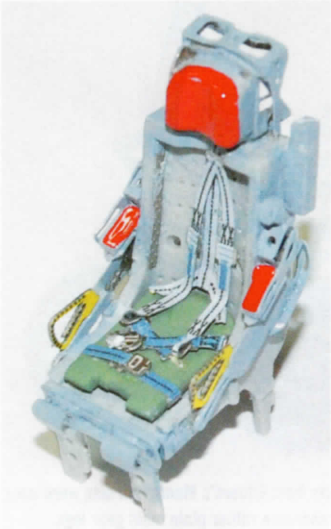
As we have to fit the engine, cockpit and wheel bay into one half of the fuselage before joining them together there is a choice of where to start. The cockpit has good instrument and side panel detail, which is a little over scale but should be easier to paint than a more accurate representation. I built the engine and the nose gear bay in parallel. You will, however, have to supply your own trollies for the rear fuselage and engine if you want to display this open, something of an omission, I would suggest. The nose gear bay is a five-piece assembly, and HobbyBoss would have you install the nose gear while making the bay up which makes the retraction assembly slightly more accurate but does introduce the problem of knocking it off at some point down the build. I chose to install the nose gear later.

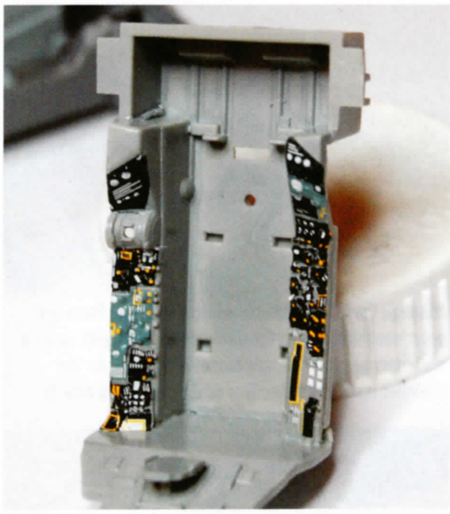
With these three assemblies made up they were installed in the starboard fuselage. All have positive mounting points although the cockpit tub does have large gaps down the sides. The fuselage halves were joined and put to one side, and there were some wobbly moments getting them in position, so you might want to consider installing extra tabs on each fuselage half to assist with alignment. Also, in retrospect, I should have considered joining front and back fuselage sections first as I wasn't displaying the engine. Attaching the rear fuselage assembly to the front fuselage after they're both made up does leave you vulnerable to possible fuselage steps.

The seams were sanded, the removed detail reinstated and the splitter plates installed prior to the wings being fitted. These plates are very delicately molded and thin but the fit is slightly tricky with there only being one large locating pin on the plate and a hole on the fuselage, which they can revolve round. It's not that hard to line it up properly but it seems a bit odd to leave it with the possibility of being misaligned when all it would take is another locating aid. The wings were assembled, cleaned up and both fitted without the control surfaces at this point, as I felt building them up completely before fitting would be asking for some parts to get knocked off in the process. The fit is very good with some nice positive locating slots, including one towards the

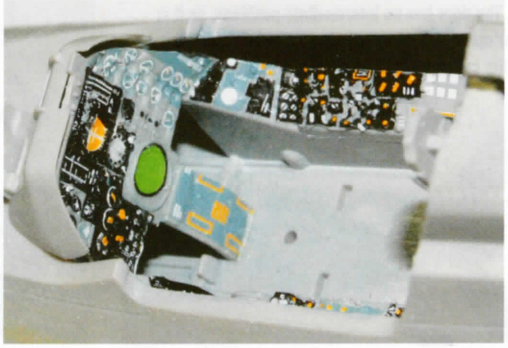
With the engine not on display, no extra detail was added, but it is needed to locate and hold the exhaust section. It looks pretty good, and with some TLC and a bit of extra plumbing it should look the part

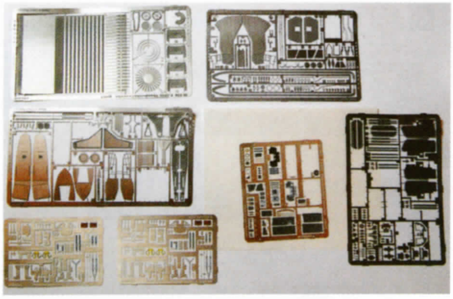

One of Eduard's etched seat sets was added to the kit part. The detail is superb, but does require some very careful handling

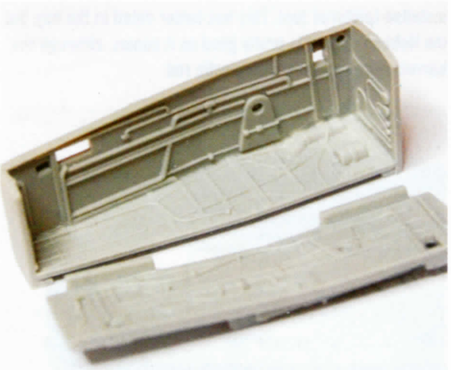

The finished seat, painted, with all the Eduard parts, including pre-painted belts, in place

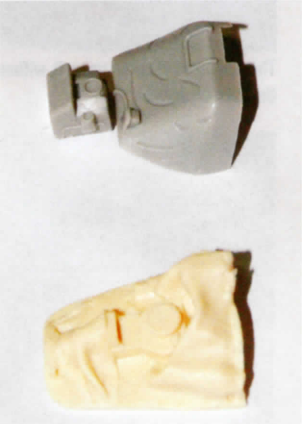

Detailing of the cockpit is under way

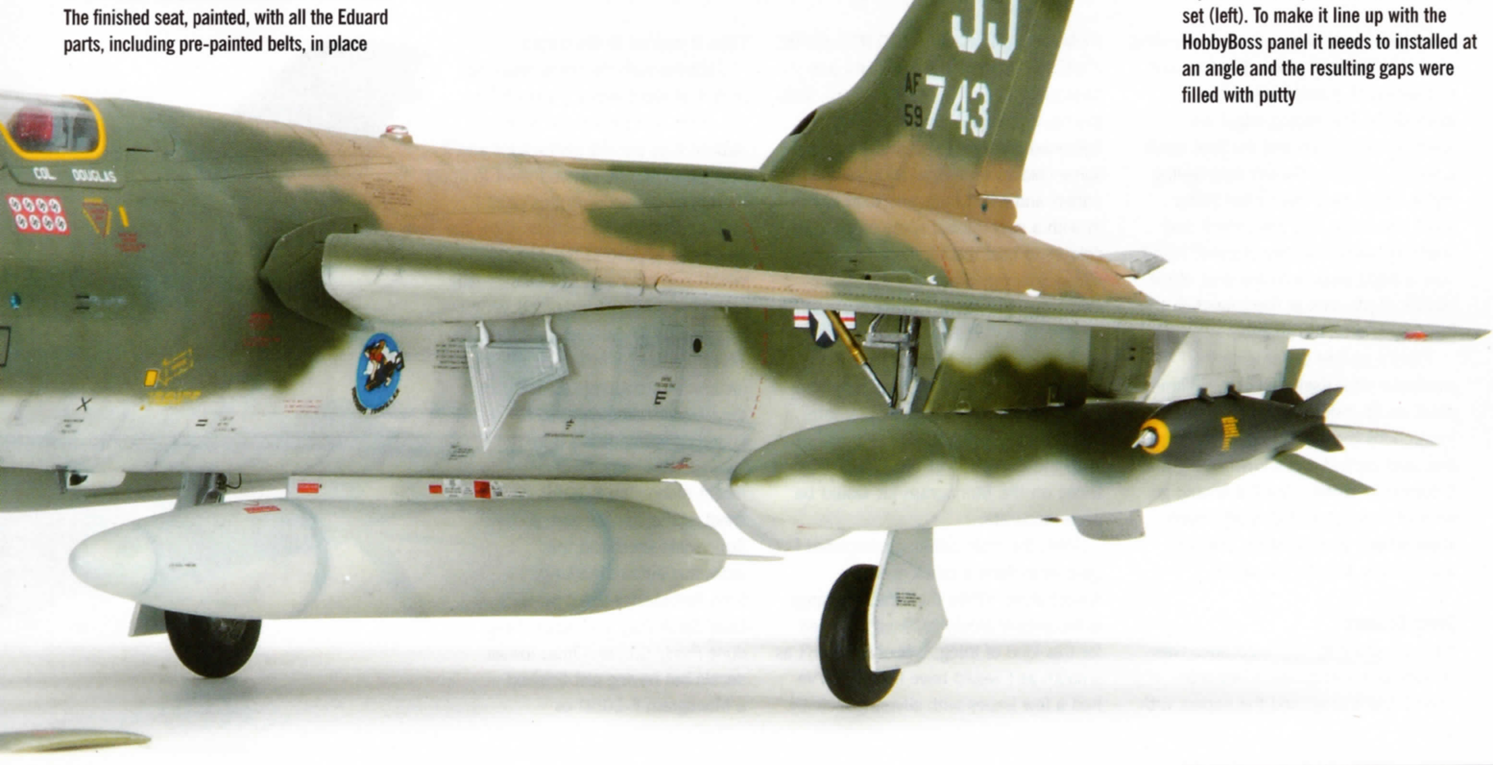
The assembled nose bay. The instructions invite you to install the gear at this stage of the proceedings, but it can be fitted later with a little gentle persuasion

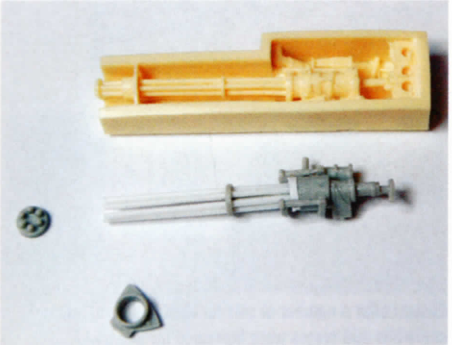

The sub-assemblies have been fitted, and the fuselage joined. Some gaps were evident at the side of the cockpit tub


Eduard offer a number of sets for the Monogram kit, and some bits and pieces were borrowed for this build

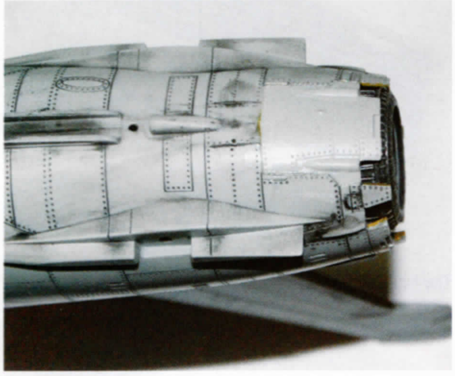

The five-part nosewheel well offers some moulded detail


The instrument panel coaming was replaced with a part from a True Details set (left). To make it line up with the HobbyBoss panel it needs to installed at an angle and the resulting gaps were filled with putty

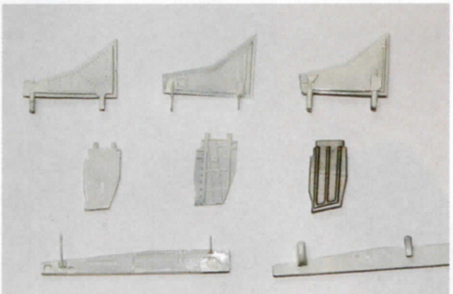




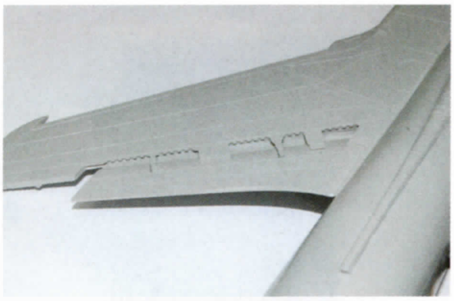
On a parallel F-105F build, a Legend resin cannon was installed (pictured top). This has better detail in the bay, but the HobbyBoss gun is pretty good as it comes, although the barrels were replaced with plastic rod



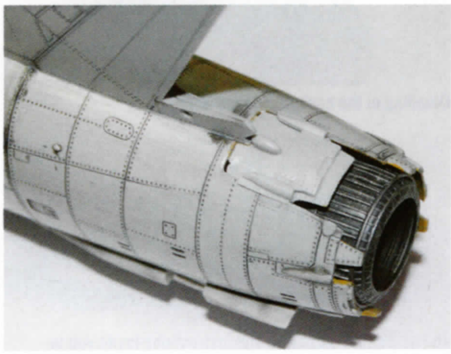
The seams all cleaned up well, without too much damage to the surface detail



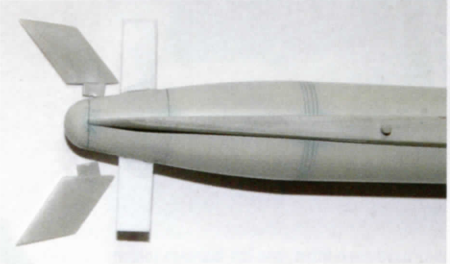
A selection of undercarriage bay doors – kit parts and those with Eduard additions. Spot the difference



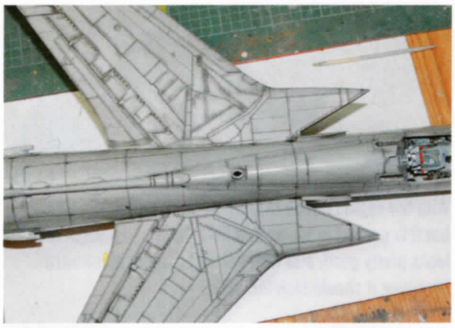
Although the kit has posable control surfaces, these are never seen down when the aircraft is not in flight, so for a stationary aircraft it simply means extra work for the modeller installing them. This said, they were a nice fit



The drag chute door is always open unless a drag chute is installed. If it is closed and ready to fly, there is a small red tag on the drag chute that hangs out of the rear edge on the left side. The door has no intermediate positions, so it is closed, or open with the rubber bumper against or very close to the cutout on the vertical stabilizer

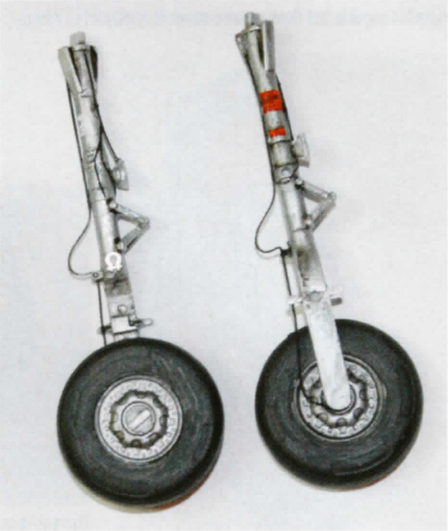


The fins on the tank are incorrect, and need to be replaced with short, straight stubs



With the airframe finished, the model moves into the painting stage

The mainwheels painted and ready. Thinner than those in the Monogram kit, they may be a little too narrow in profile



Some etched parts from Eduard's Monogram sets were used to dress up the otherwise rather plain main gear legs

rear which really helps ensure the trailing edge is in the right place. The flap, slat and aileron fit is nothing short of remarkable. The trailing edges are commendably sharp and the final result is very nice but I still can't help feeling that it would have been effort better spent elsewhere, like the cockpit and undercarriage/wheel bays maybe? Also I have a slight issue with the lines of the intakes. If you look at them head on I feel they're a bit too straight.

There's no bay underneath the parabrake door itself (which has some detail on its inside face) and in the instructions the positioning of the part that goes behind it is shown wrong and it doesn't fit where I think it should go without cutting some of it off. I don't know what's gone on there but I'm willing to be told it's me again!

Some Colours

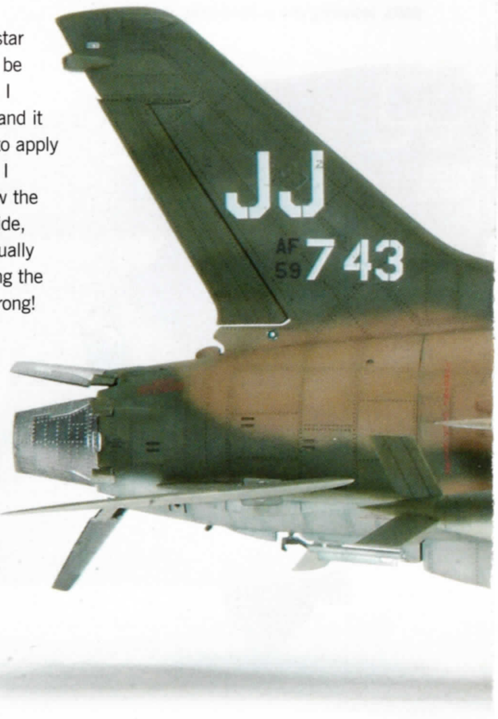
After pre-shading, the undersides were sprayed using XtraColor X140 (FS 16622 Light Grey) and the uppers with Dark Green, XtraColor X110 (FS14079), XtraColor X102 (FS 10219 Tan) and XtraColor X116 (FS 14102 Green). With the basic colours finished, slightly lightened and darkened, shades of the same colours were applied to random panels and panel lines and then blended in with a very diluted spray of the base colours to take the edge off. This also allowed for tidying up any excessive overspray, something I never seem to avoid totally.

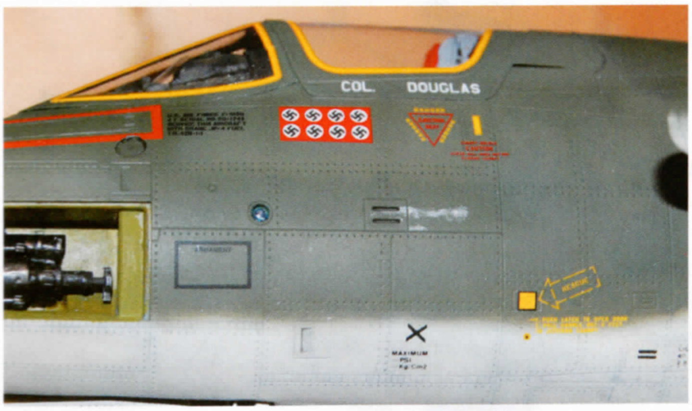
The tanks had been assembled some time ago and were also painted at this point. The HobbyBoss centre line tank looks OK in size and shape with the exception of the fins. I suggest those on the Monogram kit would be more accurate.

With the main painting completed I gave everything a quick coat of Klear/Future. While the XtraColor range is technically glossy to avoid the need for this kind of thing, bits of it weren't as smooth as I would have liked and I've had a few issues with silvering recently.

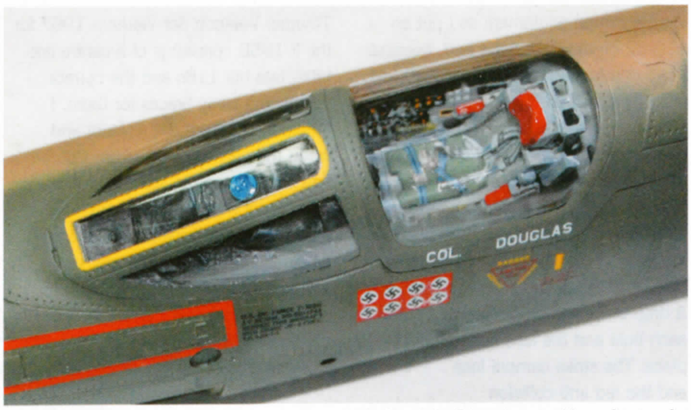
Thus it was on to the decals.

I started with the under-wing star as if it all went wrong it wouldn't be too much of a problem to hide it. I applied it as per the instructions and it seemed to behave OK so I went to apply the upper wing one. At this point I realised that the instructions show the lower star applied to the wrong side, which is ironic because I had actually taken the unusual step of following the instructions properly and got it wrong! There are several examples of incomplete/inaccurate stencil decals/positioning data, so I ended up using decals from the kit sheet, the remains of a recent Monogram F-105G sheet, some stencils from a Superscale sheet and the individual aircraft markings from AeroMaster sheet 48-675 *Lead Sleds Part III*. I would have done *Pussy Galore II* from the kit decals but having just finished a Monogram F-105D as

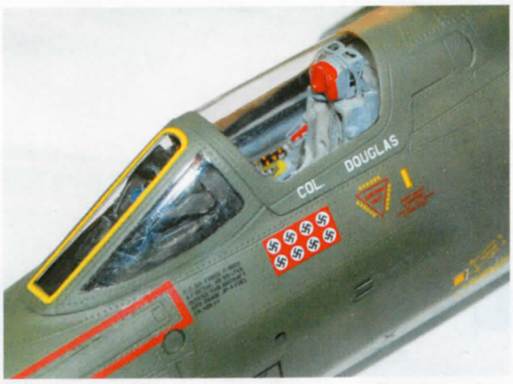




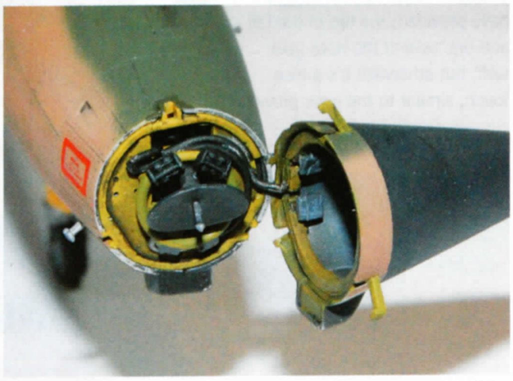
There aren't many F-105s that have carried eight swastika kill markings



The canopy is an excellent fit, and seen through the hood the Eduard seat adds a nice touch of colour to the interior



The yellow decals for the canopy seals are an excellent idea, and were fitted after painting with little or no compromise to the surface finish



Note the demarcation for masking the camouflage pattern extends over the radome a short way. With a little extra detailing the kit parts replicate the open radar very nicely

the original *Pussy Galore I* thought I would try to avoid getting that kind of reputation. Plus I've wanted to do a series on Paul Douglas's *Arkansas Traveller*. He carried the same markings on his P-47 in WWII and on his F-105 (when he was Col Douglas), and his F-4 in Vietnam and there aren't many F-105s that have carried eight swastika kill markings.

All the decals behaved OK, there was still a little silvering but with some extra Super Sol and a blade most of it went away. One problem with all the rivets is that it does provide a lot more opportunities for the decals not to settle into everything but eventually I was happy with it.

I applied the central windscreen decal and it seemed to go down alright, but I was concerned that when the masking was removed it might take some of the decal with it. I was happy enough that these decals would go down pretty well, even over a matt finish, and the sealer coat over the yellow is pretty fine, so I decided to do the rest of them after the matt coat. I subsequently tried one of the windscreen side decals, and this went down well enough but was too large to fit the edge of the screen. Better too big than too small though, so a few cuts and it fitted fine. The remaining decals were cut into several smaller pieces and applied bit by bit to compensate for the size mismatch. They looked pretty good and are a very welcome addition to the kit sheet.

With painting and marking complete it was time to turn to the finer details and final assembly.

Details and Stores

First up was the main gear so it would have something to stand on when the other bits were fitted. The main gear legs are a little crude, with no wiring or brake lines, but particularly bad are the oleos which, frankly, aren't visible. I had some Eduard sets for the Monogram kit, and I used some of the parts from these to dress the kit gear up a bit, but the doors are very plain on the insides and more brass was used here, though not all the parts were relevant.

The mainwheels are thinner than those in the Monogram kit, and it's hard to say which is most accurate as I don't have measurements but looking at pictures I think the fatter Monogram ones look better.

The HobbyBoss nosewheel is noticeably smaller and the hub is different from one side to the other. I can't see anything to justify this difference but it made me look at the pictures I have of nosewheels and there appear to be two different types. In all the pictures I can actually make anything useful out, the number of 'spokes' looks to be eight or twelve. The HobbyBoss has twelve one side and six the other. I can find nothing to justify the different sides so I added six more spokes from fine plastic rod, and so long as you don't look too closely it won't be a problem. I squeezed the nose gear into the space provided, and this worked better than I had hoped, as there was enough give in the main fork to allow it to be forced into place. Oddly the retraction struts don't meet properly, but you're going to have to peer underneath to see that and the rest of the gear attachment looks OK.

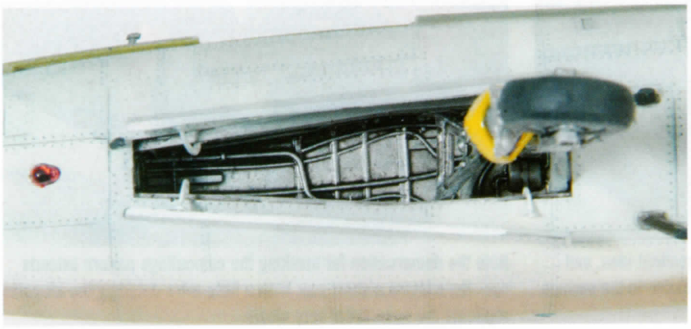
The Vulcan cannon looked fine but I didn't like the kit barrels, as they had an odd step in them and weren't exactly round. I replaced them with some plastic rod, oversized but straight and round at least.

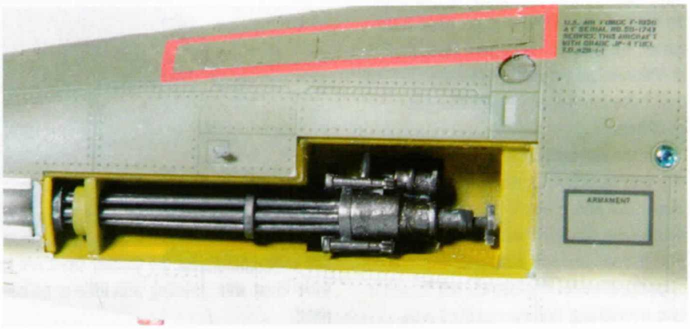
The speed brakes were painted with various shades of Alclad, inside and out, and the central area of the outside masked off in preparation for a final touch up with matt varnish. If you look at pictures of the petals there are several shades of metal evident; I figured a subtle effect with gloss/matt would look reasonably realistic. I also noticed at this point that parts of the petals are actually camouflaged so this masking gave me the chance to touch those areas up too.

The radar support assembly was made up, detailed with a few bits of wire and installed, and the radar dish itself added, and with the latches and internal detail in place it looks pretty good - much better than most kit-supplied open noses.

By this stage of the war ECM pods

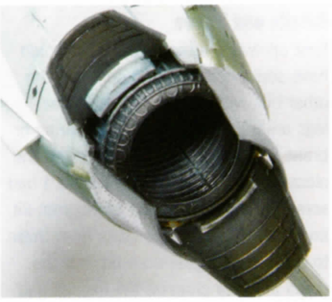
were common equipment so I put an ALQ-87 on the right outer and, because I had one handily made up and painted, a 750lb bomb on the left, both from various Hasegawa weapon sets. With these last bits glued on a careful spot touchup of matt was done to hide my inevitable glue marks and the other transparencies were fitted. I do like the inclusion of the round nav lights for the bottom of the tail and the cockpit sides. A drop of Tamiya clear blue was put in each hole and the lens pushed into place. The strike camera lens and the red anti-collision beacons were added. Looking at references there are probably a couple of other lights they could have provided, the top of the tail and one behind the nose gear well, but otherwise it's a nice touch, similar to the ones provided by Hasegawa on their F-104s. I hope it's a trend that continues.



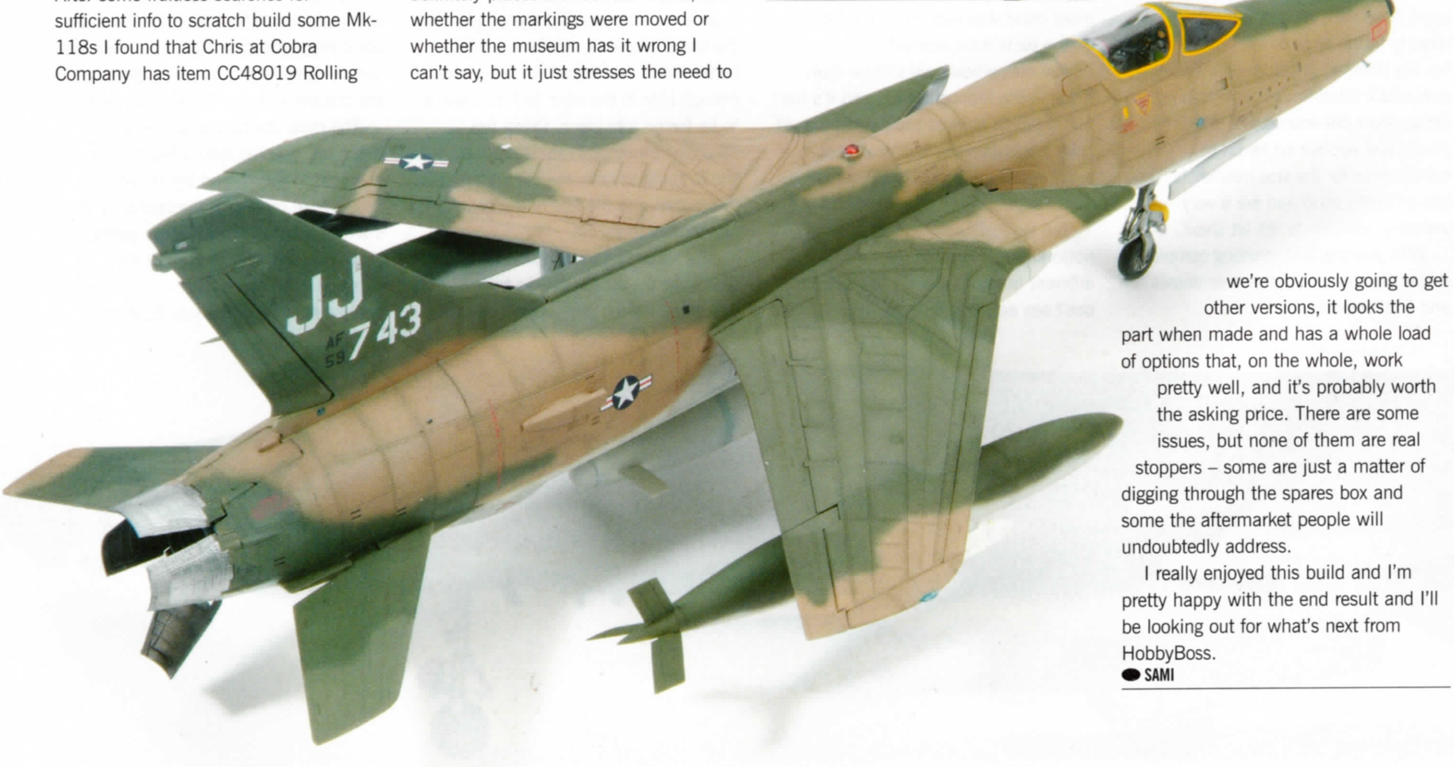


So, finally, what to put on the inner pylons? The Albatross decal sheet has some useful data on the sort of loads carried in the time frame of Pussy Galore and I liked the sound of the Mk-118 3,000lb demolition bombs carried during Rolling Thunder and it would justify the use of the centreline tank too. After some fruitless searches for sufficient info to scratch build some Mk-118s I found that Chris at Cobra Company has item CC48019 Rolling Thunder Weapon Set Vietnam 1967 for the F-105D consisting of a centre line tank, two Mk 118s and the correct pylons and sway braces for them. I ordered a set from the website and when the package came from Cobra I had a think and did some more reading. It turns out that 59-1743 was marked up as Arkansas Traveller in late 1968, which is after Rolling Thunder was terminated, so I'm unsure whether the loadout I was considering would be appropriate. So I left it as it was (also almost certainly inappropriate but who knows?) and we'll consider the options as and when I get more reference pictures.

One other point, during my searches I found that 59-1743 is still with us, in the museum at Hill AFB, and marked up as *Arkansas Traveller*, but strangely the personal markings for this are applied under the cockpit. I have a picture that definitely places it under the intake, so whether the markings were moved or whether the museum has it wrong I can't say, but it just stresses the need to check your references.



So in conclusion, what do we think? No doubt, this is an impressive kit. In many ways it makes the Monogram kit instantly obsolete, it fits better, it's got the de rigueur engraved panel lines, we're obviously going to get other versions, it looks the part when made and has a whole load of options that, on the whole, work pretty well, and it's probably worth the asking price. There are some issues, but none of them are real stoppers – some are just a matter of digging through the spares box and some the aftermarket people will undoubtedly address.



I really enjoyed this build and I'm pretty happy with the end result and I'll be looking out for what's next from HobbyBoss.

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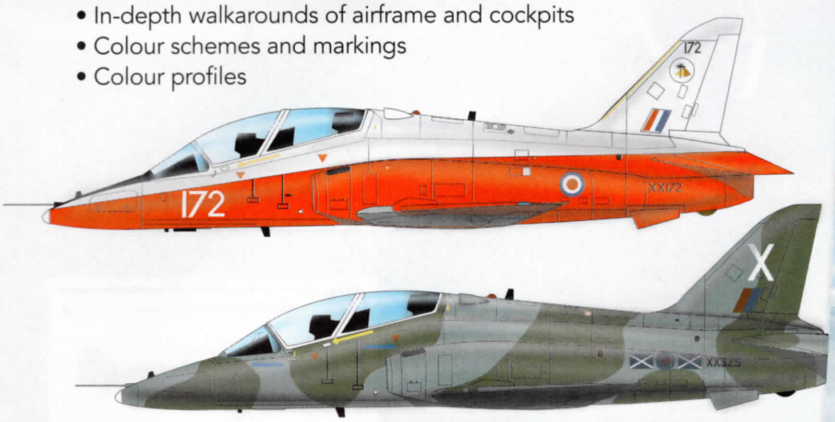

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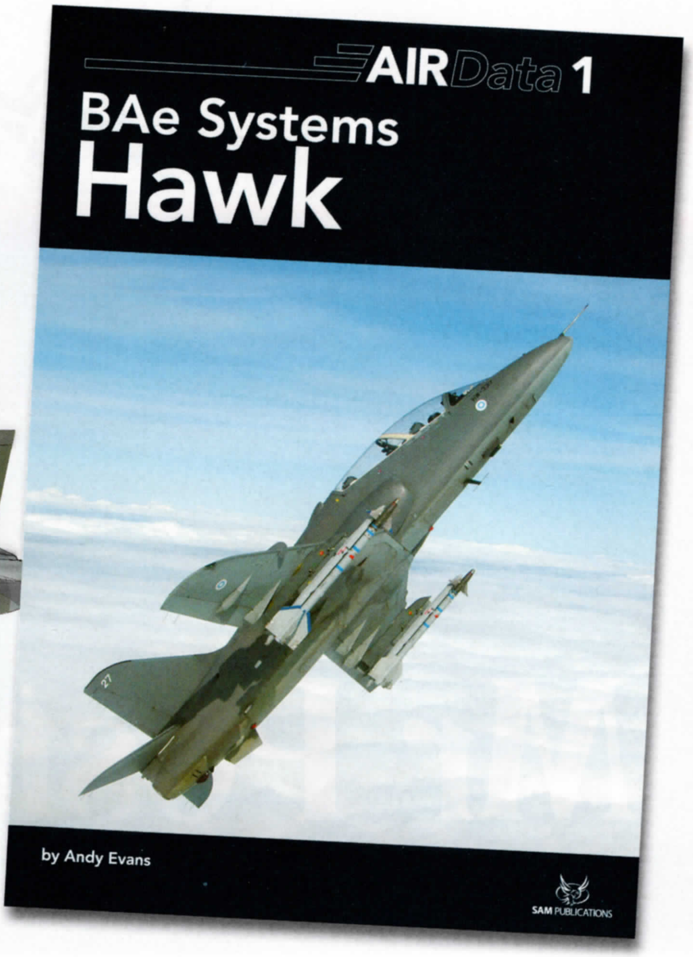
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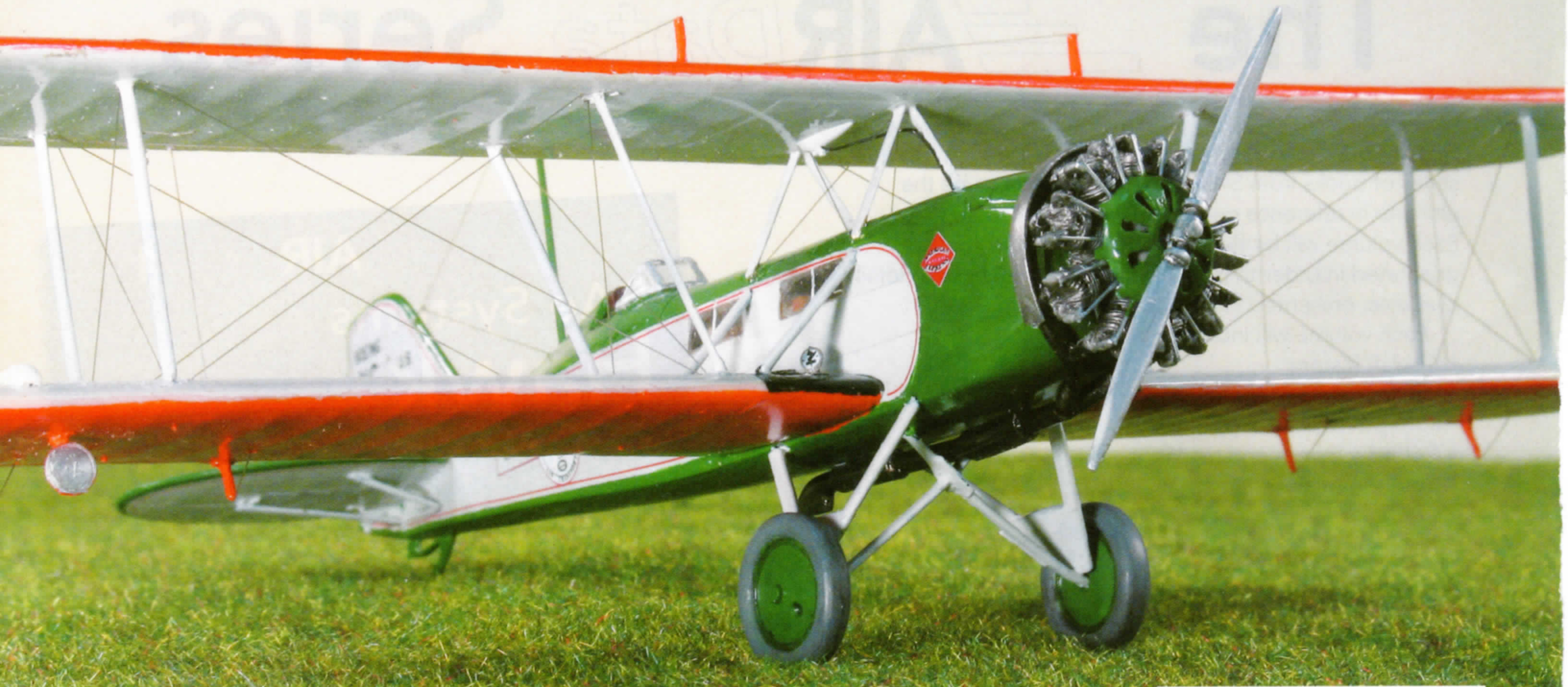

Mr Postman

Building CMR's Boeing Model 40 B-4

CMR
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No. 182 Boeing Model 40B-4
"U.S. Users"

TECHNICAL DATA

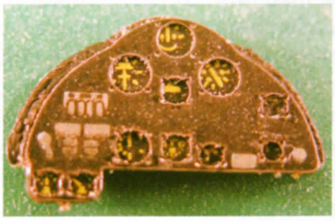
Scale: 1/72	Kit No: 182
Price: £35.50	Decal Options: 4
Panel Lines: Recessed	Status: New Tooling
Type: Resin	
Parts: Resin 67, Etched 47	
Manufacturer: CMR	
UK Importer: Hannants	US Importer: Squadron

The history of the Boeing 40, Boeing's first commercial aircraft design, is closely linked with the story of the expansion of transcontinental airmail services within the US. Following WW1 many surplus aircraft types were pressed into the service of the post office, flying fledgling mail routes across America. Of these aircraft American built D.H.4s (many of which were modified by Boeing) proved hardy and outlasted most other types. However, by 1924 the Post Office realised a replacement was needed and a request was made for proposals from interested companies. Of the eight tenders submitted, aircraft from Douglas, Curtiss and Boeing were the clear front-runners, but the Boeing design, the Model 40, suffered from some major structural design flaws and the contract was awarded to Douglas for their M-1 mailplane.

CMR's package is a very comprehensive offering

This may have been the end of the story as far as the Boeing 40 was concerned had it not been for the airmail act of 1925 (known as the Kelly act) which allowed the postmaster general to sub-contract routes out to domestic air services. In January 1927 Boeing successfully submitted a bid for the San Francisco – Chicago route, which was due to be transferred to them on July 1st 1927, but first they would need an aircraft.

Work began in earnest to modify the original Boeing 40 design and by July 1st twenty-five Boeing 40As were ready for service. The air route proved to be a great success thanks to the reliability of the aircraft and its Pratt and Whitney engine. In 1928 most of the Model As were refitted with the newer more powerful 525HP Pratt and Whitney Hornet, and were redesignated 40B. Boeing realised that more profit could be made from paying passengers than from mail and with this in mind a new four-seater aircraft, the Boeing 40B-4, was designed. This was the first Boeing 40 aircraft to be sold in large numbers to other airlines, with several going to Western Canada Airways. Thirty-nine Model 40 B-4s were built between 1929 and 1931, most of which were still in service up to and beyond 1936.

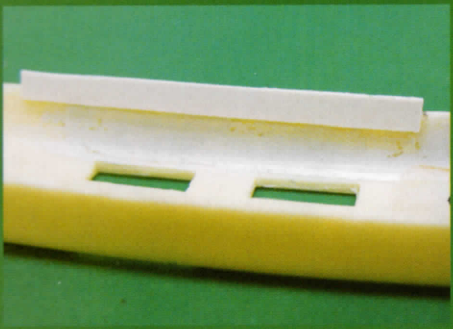


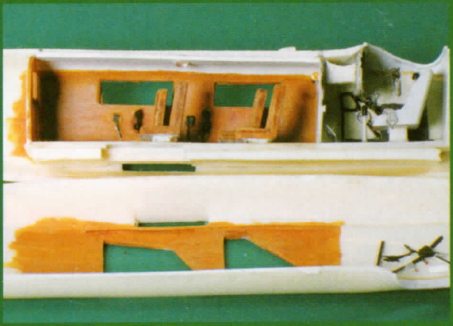
The pre-painted instrument panel comes in three parts

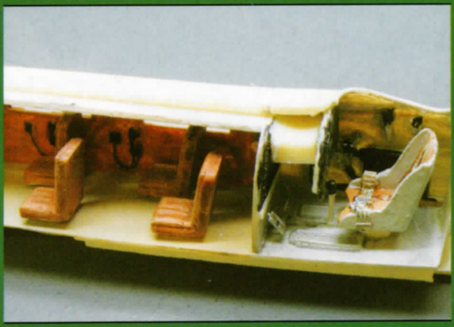
The Kit

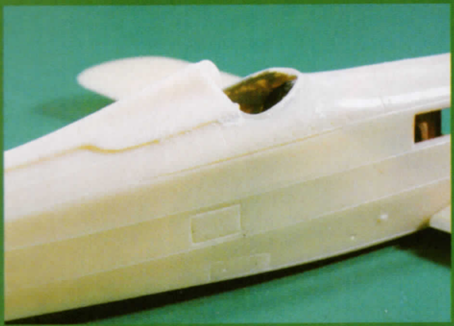
We all have our favourite kit manufacturers. Names like Tamiya, Revell, Airfix and Eduard have no doubt been top of most of our lists at one time or another and quite rightly too. When it comes to resin, I have to confess that CMR is one of my favourite manufacturers and so it was with great pleasure that I received this recent release for review. OK, so resin kits ain't cheap, and many modellers with a tight budget may wonder how anybody could justify spending £35 on a 1/72 model. Yes, these kits are expensive, but I think CMR's great strength is that they always seem to provide something extra special, which goes some way towards justifying the high price. Take this product for instance. First you have a collection of

The seatbelt set in full – including all eleven pieces


A strip of Plasticard was fitted into the roof of the passenger compartment to simulate the lighting strip


The painted wood panelling and upholstered seats add detail to the interior


The unusual cabin layout is evident in this view


The head rest and fairing requires quite a lot of work to blend in the edges

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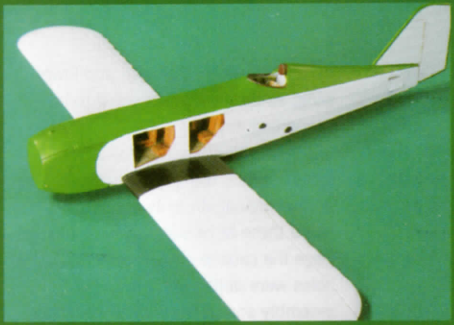
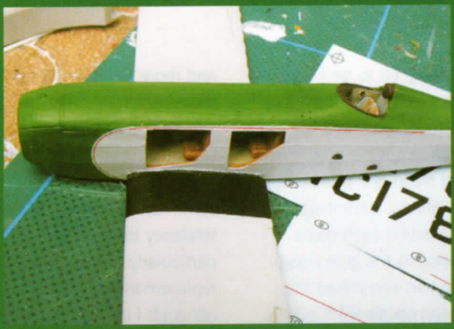
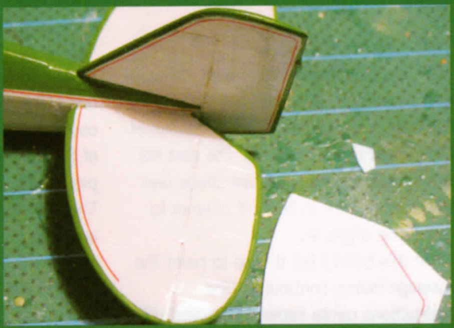
10343
A photocopy of the decal sheet is used to assess where masks need to be positioned

The green areas are masked off using a combination of Tamiya tape and supplied pre-cut masks


The eye catching result of all that masking



The orange edging decals are cut into sections before being used


The trim is extensive and needs careful application

superb resin parts, which have that ultra-sharp and clean look that sets CMR castings apart from others. Next you have an eye catching decal sheet, giving six options, of a quality you would expect from expensive aftermarket sheets. Add to this a nice little sheet of pre-painted photo-etched parts, alternative engine castings and four pages of reference photographs and you end up with one heck of a product, which suddenly doesn't seem quite so expensive any more.

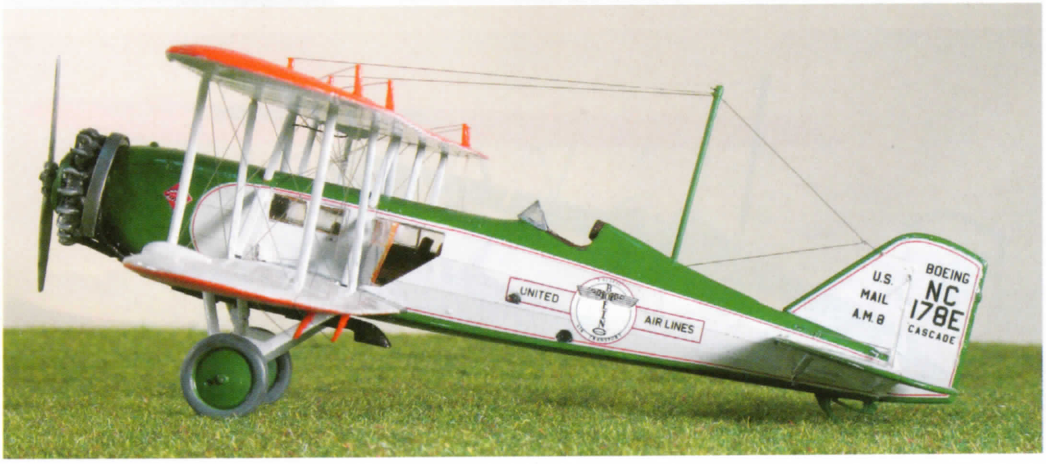
Cockpit and Passenger Compartment

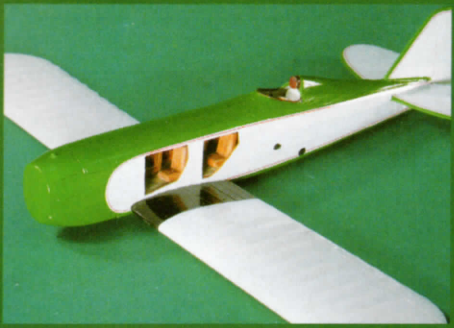
The cockpit is extremely well detailed and includes many photo-etched enhancements, most of which are pre-painted. I'm not a big fan of the current trend for pre-painted etched sheets, but I have to say that the instrument panel looked very nice once it was assembled. The kit also contains one of the most complex seatbelt sets that I have ever put together. These contain no fewer than eleven tiny pieces in total – count them! Admittedly some of the smaller parts can be omitted, but for those who are brave, or foolish enough to attempt complete assembly the finished item looks incredible.

Forward of the cockpit is the passenger compartment. This area is less detailed than the cockpit but adequate, especially if the doors are to be fixed in the shut position. As I had already decided that my 40B-4 would be displayed with one of the doors open I felt the urge to add a little scratch built detail to my interior. A little upholstery was added to each of the passenger seats, achieved by simply scribing lines onto thin Plasticard. This was then glued to the original seats and shaped using a suitable needle file. *SAMI* covered the restoration of a Boeing 40C in a recent issue and one of the published photographs shows phones fitted to the fuselage wall for use as a pilot intercom system. I'm not sure whether these phones were period features or a modern modification, but I liked the idea of them all the same. I therefore scratch built two phones to the starboard interior using rounded plastic rod, spare photo-etched parts and thin gauge wire.

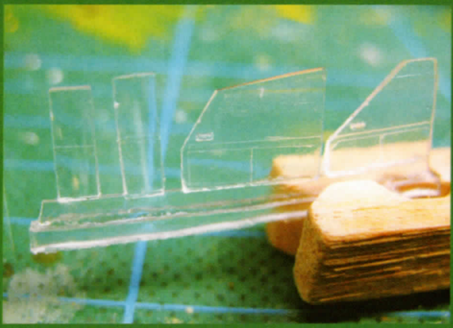
Fuselage, Tail and Lower Wings

Once the interior was painted and assembled it was time to close the fuselage halves together. The fit here was very good and while I did use some car body filler, it was only really required to produce smooth seams. The next step was to fit the lower wings to the fuselage. This also proved to be an

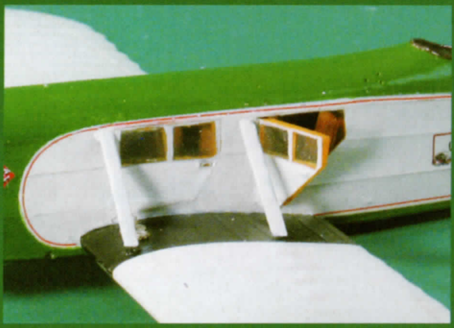




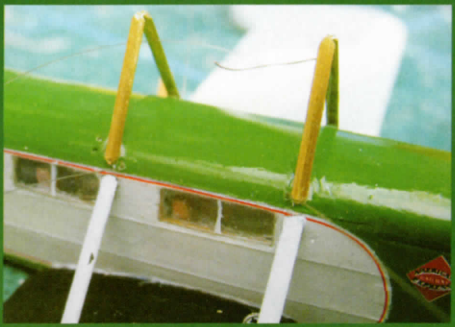
The fuselage is even more eye-catching with its orange edging completed



The door and windows are moulding in a very soft and flexible transparent resin compound



The doors have been fitted into place



Brass 'Strutz' were used to replace the cabane struts

On goes the top wing

The lower back struts needed to be repositioned to avoid alignment problems

effortless exercise. I had already decided that I would be building NC178E Cascade, which requires the inclusion of a headrest to the fuselage. The part fits around the existing fuselage shape well but does require quite a lot of work to blend the edges in.

At this point I felt it wise to paint the fuselage before continuing. The instructions quote Federal Standard (FS) numbers for each colour but I used photographs of the Henry Ford Museum 40B example as my main colour reference. For the grey fuselage and inner wing surfaces I chose to use Xtracrylix light grey, while I found that the grimly named Citadel 'Snot Green' was a reasonable match for the Boeing green livery. I began by roughly painting the grey areas of the fuselage. The kit does provide some masks for the tail and fin, but there is no provision for the fuselage so this was masked off with Tamiya tape using a cutout photocopy of the decal sheet as a reference.

Once the green parts of the fuselage were painted I turned my attention to the decals, beginning with the orange edging. This is designed to be fitted in one piece, but I was not confident that I could do this without making a big mess of things. I therefore cut the edging into pieces and fitted them one at a time. This had the additional advantage of allowing me to position each piece perfectly in relation to the green edge. Once the edging was completed the remaining fuselage decals were added.

Once the decals were sealed with Future I fitted the tailplanes and repeated the masking, painting and decalling process. Next I fitted the windows and doors. This for me is one of the few weak areas of the kit. The doors and windows are made from a clear resin, which is very soft and flexible. While this proved to be an advantage when fitting the windows, the flexibility of the material made it difficult to fit the doors without bending them in the process, especially when they didn't fit too well in the first place.

Struts and Upper Wings

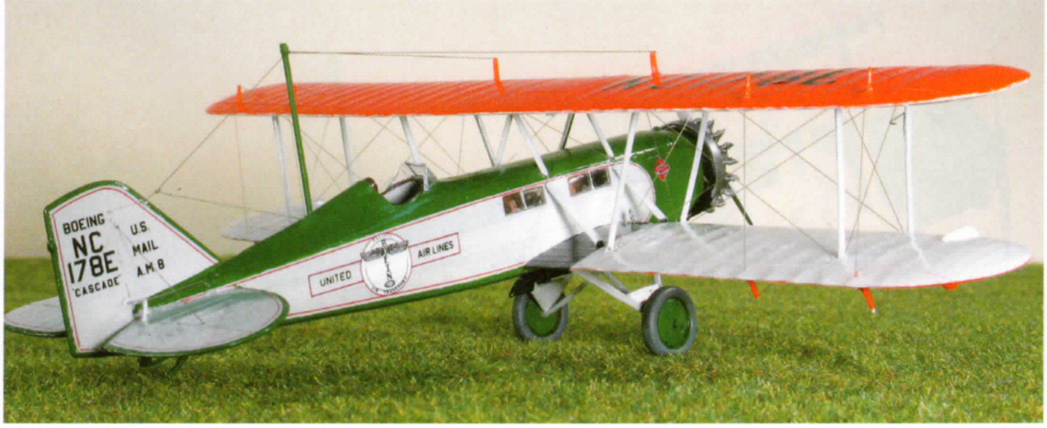
The resin struts are supplied in a black compound that appears to be harder and more resistant to the razor saw than the cream resin. While I have not had any particular problem with modern CMR kits, past experience dictates that I always replace the struts as over time some resin compounds can have a tendency to warp, and struts are particularly susceptible to this. As a replacement I used brass 'Strutz' although I did use the original resin parts between the fuselage and lower wing, as these were not going to be supporting anything.

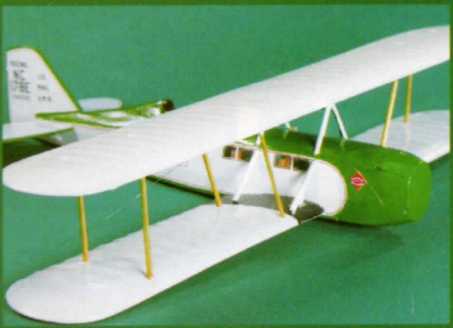
I began by fitting the V-shaped cabane struts, using what I assumed to be the original struts as patterns but found these to be significantly too small. Once the cabane struts were fitted, small holes were drilled in the fuselage assembly and upper wing in readiness for the rigging.

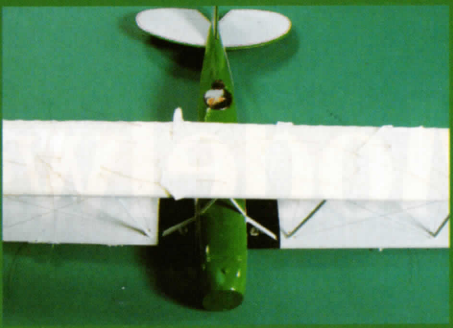
The upper wing was then cemented in position on the cabane struts, so that the wings lined up correctly when viewed from every angle. It should then have been a simple case of sizing and fitting each interplane strut until the wing sections were completed, but once I began fitting the struts I realised that the location points on the lower wing were further apart from each other than on the upper, which resulted in struts that were not parallel with each other. A quick check of reference photos showed no sign of this stagger of the back struts so I had no option but to redrill all the location holes on the lower wing and fill in the original holes. Once this was done I had no further problems.

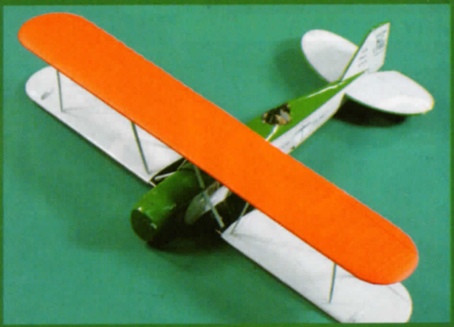
For rigging I used my favourite medium of smoke coloured invisible mending thread. Compared to many biplanes the 40B-4 turned out to be quite an easy aircraft to rig although I settled on single rather than double wires. With the rigging completed, the upper side of the upper wing and lower side of the lower wings were cleaned up and painted. Once again I turned to Citadel paints for a suitable shade of the orange outer wing colour, finding 'Blazing Orange' to be a good match to those photos of the Henry Ford Museum example mentioned earlier.

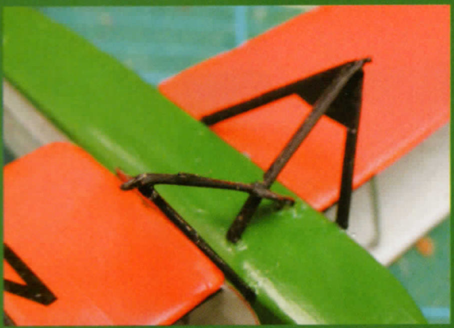
The next step involved constructing

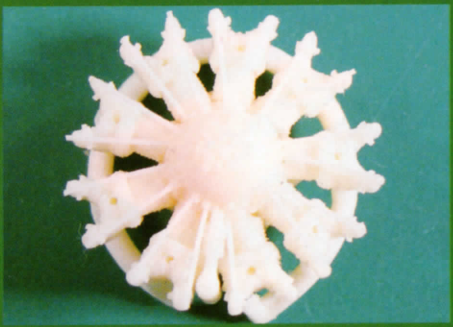


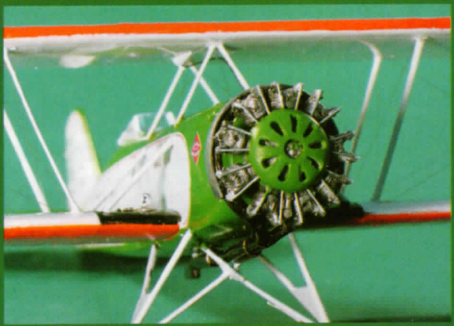

All the interplane struts have been fitted

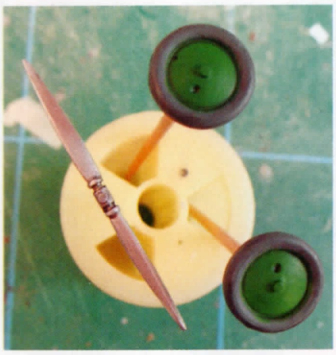

Rigging is temporarily held in position with household masking tape


The wings are cleaned up and painted


The undercarriage struts are a good fit and caused no problems


The complex version of the Pratt and Whitney engine requires separate push rods


The engine looks impressive once mounted on the fuselage


The wheels and prop are pre-painted prior to assembly

and fitting the undercarriage struts. I often have more problems with undercarriage struts than I do with wing struts, but in this case everything fitted together easily.

The Engine

CMR provide two alternative engines for use within your B-4. As far as I can tell they both depict the same engine, one more complex than the other. I chose to build the more complex version, which involves fitting each push rod individually, but the extra effort is well worth it. One of the main reasons for leaving the engine until quite late in the build was to avoid damage to the large exhaust that sits under the fuselage. This comes in two parts which both fit extremely well to each other and to the engine itself. Once everything thing was painted the engine was mounted on to the nose so that the exhaust was protected by the undercarriage.

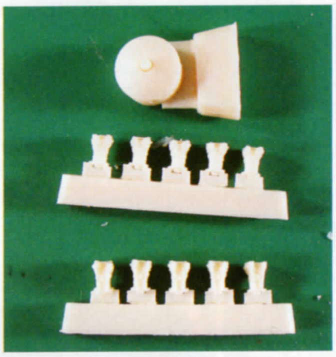
Finishing Touches

One of my least favourite jobs is fitting control wires and (to a lesser extent) control horns. CMR supply resin control horns for the tail section and photo-etched pieces for the ailerons. I have to admit that I'm not overly impressed by photo-etch control horns and usually replace these with scratch built items, however as these particular examples folded to double width and had small stands which folded outwards I decided to give them a try. They turned out to be quite easy to use and I was pleased with the bond I achieved between the control horns and the ailerons.

All that remained was to fit the wheels and propeller, both of which were pre-painted in advance, and add a few small details. Job done.

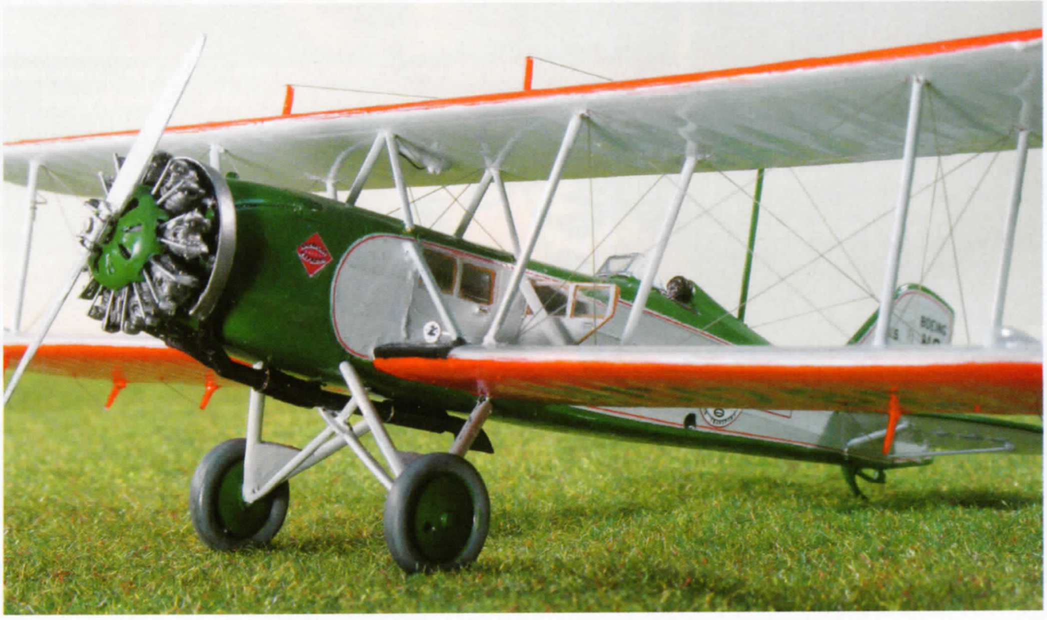
Conclusion

CMR have done it again with this almost faultless tooling of the Boeing B-40 and I certainly had an enjoyable time building it. The finished result speaks for itself and, if anything, exceeded expectations. If I have one negative comment, it is concerning the soft resin used for the doors and windows. Perhaps this could be made in a harder compound resulting in the parts being easier to use? Of course this is just insignificant nit picking, and if the kit had more significant problems would in all honesty have been ignored.


The alternative parts for the 'simplified' version of the engine

I'm perhaps not the best person to judge on whether the kit is worth its asking price but let's put this into perspective. You can pay £20+ on a smallish mainstream 1/48 kit. You might want to add some aftermarket items; resin, photo etch etc. You might also decide you want something a little more individual and so you go about buying a high quality aftermarket decal sheet. Suddenly, your £20 kit has doubled in price, so is this kit worth it? I would have to say a resounding Yes!

● SAMI

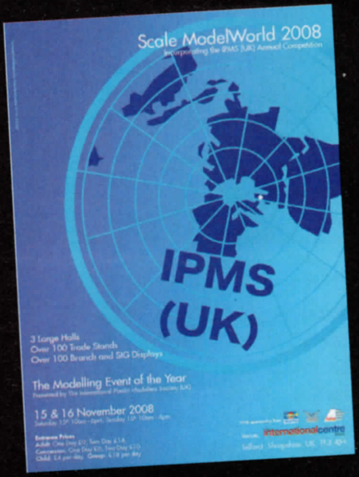


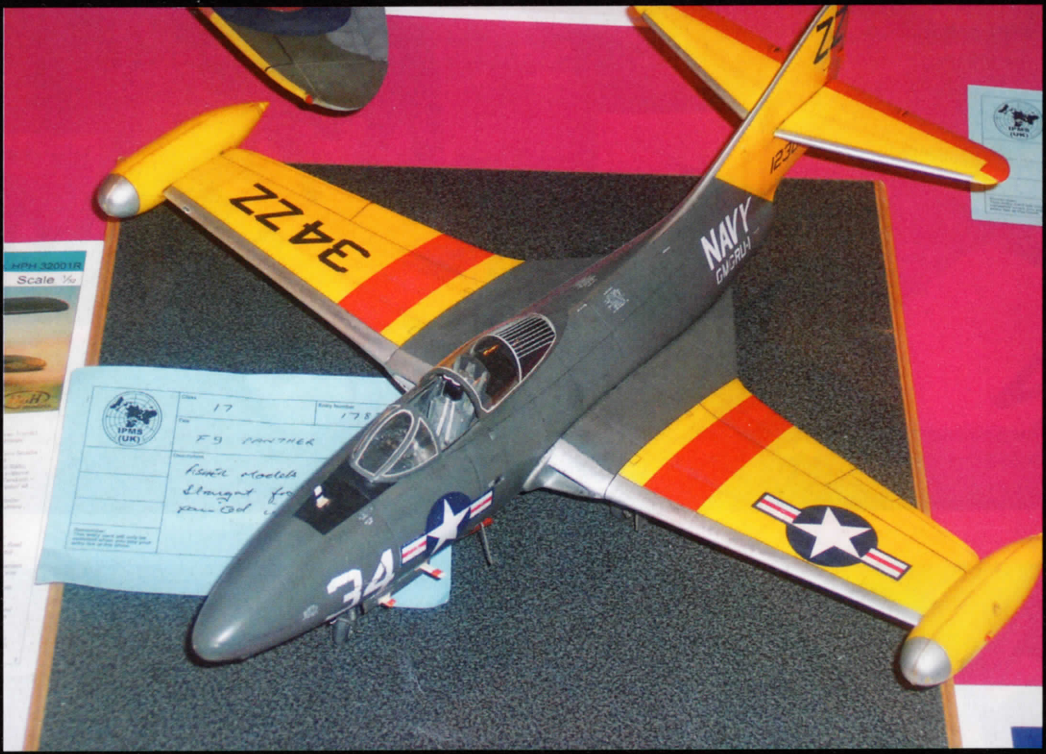
BY GARY HATCHER

Scale Modelworld

A Brief Glimpse of the UK Nationals

Photographs by David Francis


Scale ModelWorld 2008
Incorporating the IPMS (UK) Annual Competition
IPMS (UK)
3 Large Halls
Over 100 Trade Stands
Over 100 Branch and SIG Displays
The Modelling Event of the Year
15 & 16 November 2008


3422
NAVY
34

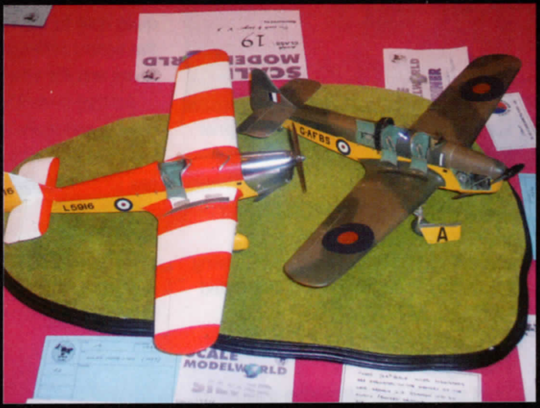
This 1/32 Panther was from the Fisher Models resin kit

If you weren't there you'll be fed up with hearing about how good it was. If you were, you will know. Certainly the scale of the show defies description, and we can do little more than offer a glimpse here of some of the people and the models involved. The Telford event, though, has seeped into all the corners of this issue. A large part of the product reviewed was passed over the stand at the show, and as ever SAMI would like to thank all manufacturers and traders for the continuing support we receive.

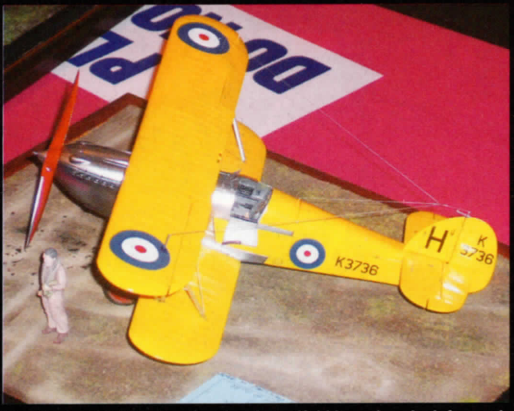
We understand IPMS have made a commitment to stage the event in Telford for the next five years, and while hitherto some may have questioned the geographical location – 'it's a heck of a place to get to from West Virginia,' one visitor pointed out – there is no denying it works, and regular attendees have learned to love the place. Looking forward, then, to next year's show already. Here are the Nationals:

SAMI

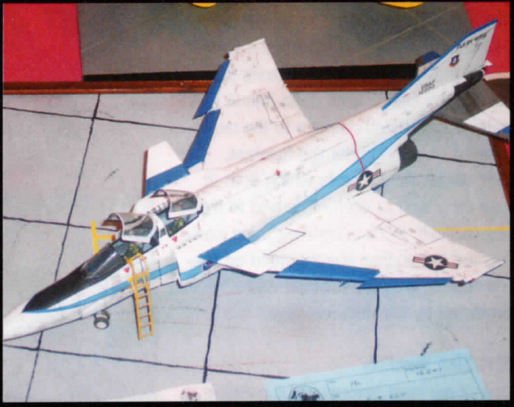
Danny Coreman of Daco trying to keep up with the demand for Starfighter decal sheets, while photographer David Francis tries to include the tailart on the F-16 behind



Tony Clements won both Gold and Silver in his class with these 1/24 Miles Magisters



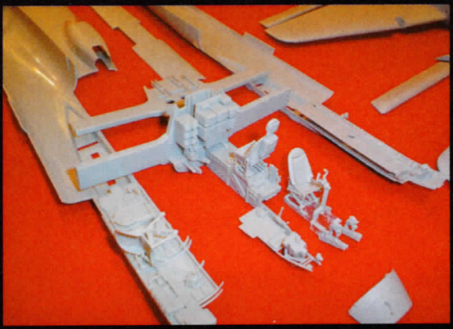
The Montex 1/32 Hawker Fury is a beautiful kit, and we look forward to investigating it in full in a future issue



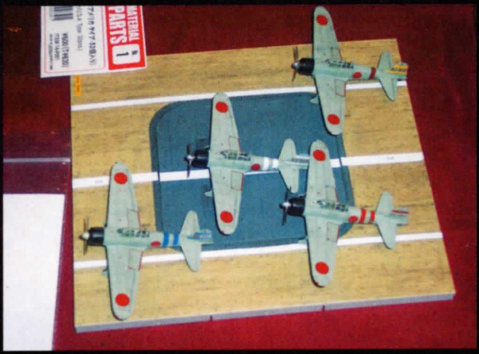
Commended in its class was this McDonnell Douglas F-4 CCV, entered by Jurgen Jaacks, and beautifully finished

Grumman Panther
F9F-2KD Conversion
GRUMMAN F9F-2 KD
NAVY
123616
222222

Another regular is PJ Productions, who make a lot of interesting kits and accessories, with a leaning towards classic jets. This conversion for the Grumman Panther – to fit the Trumpeter kit – was a new item for the show



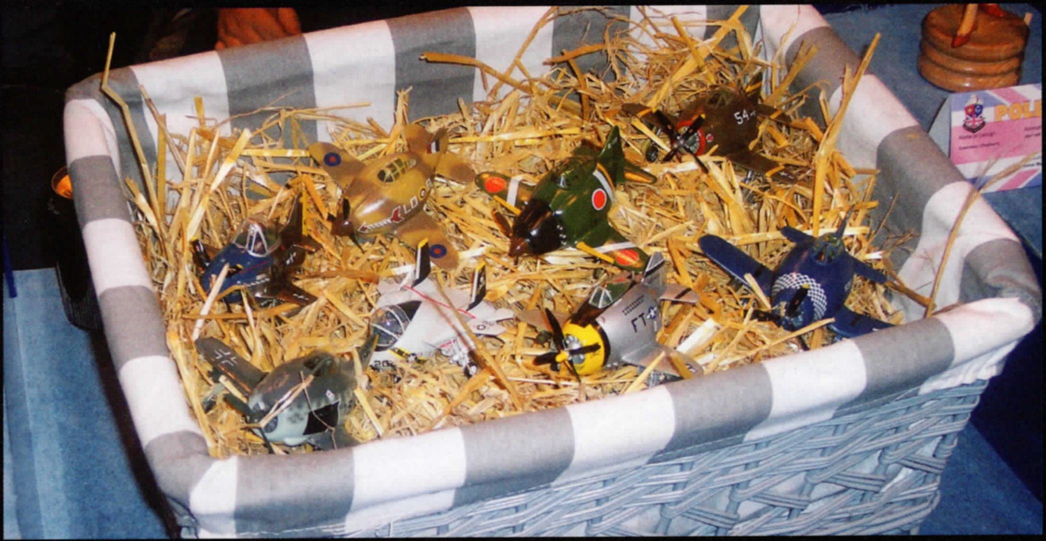
This is the cockpit of Revell's big Ju 88. The 1/32 masterpiece was on show at both Revell's glasshouse and Ted Taylor's exhibition of enormous stuff. Mr. Taylor had built this up from a test shot, and it looks like it is going to be one of the best value buys of 2009



Mr. Alan Ranger was present, with a selection of Sweet's unrivalled 1/144 releases. These Zeroes look better in the small scale than many 1/48 kits we have seen!

NEW & FORTHCOMING
DECALS & ACCESSORIES
New items available

ModelArt are one of the hardy perennials of the Nationals, and it is always a pleasure to view the eclectic mix of new releases on their stand



Just in case you thought people only bought them for the charming box art, this basket of eggs is by Hasegawa, and was one of the most astonishing exhibits at te show

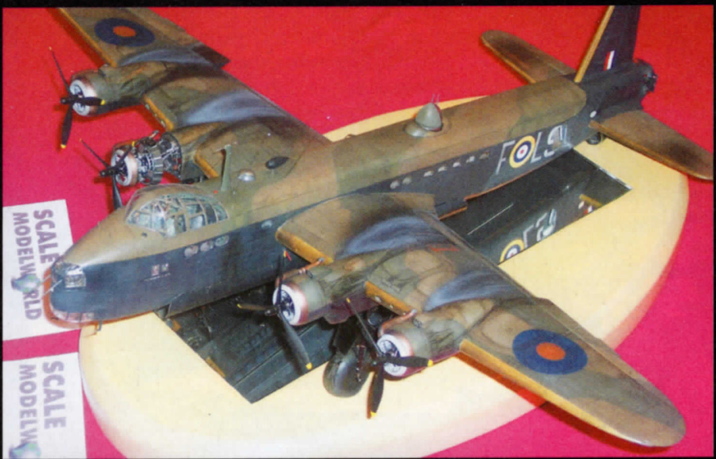
Mr. Trevor Snowden having a good laugh, following a request for a 1/48 Blackburn Blackburn

U.S. AIR FORCE

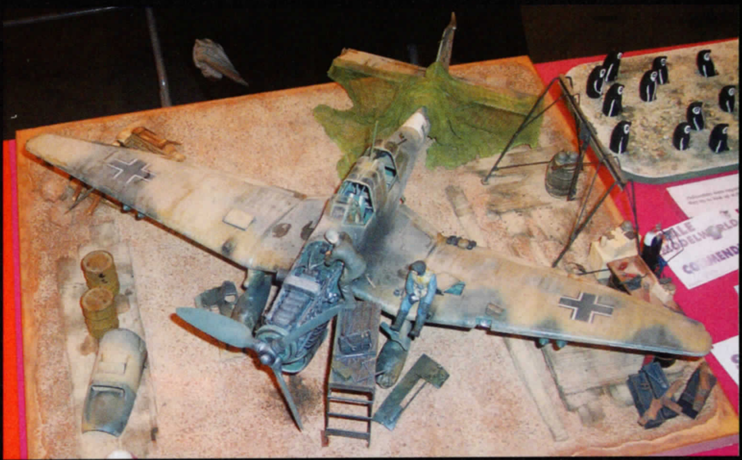
Another Hasegawa egg-plane. 'Blackbird I'll 'ave 'ee'

DH Gipsy Moth
1/48th Scale Injection &
White metal
Includes Etched Brass
Struts

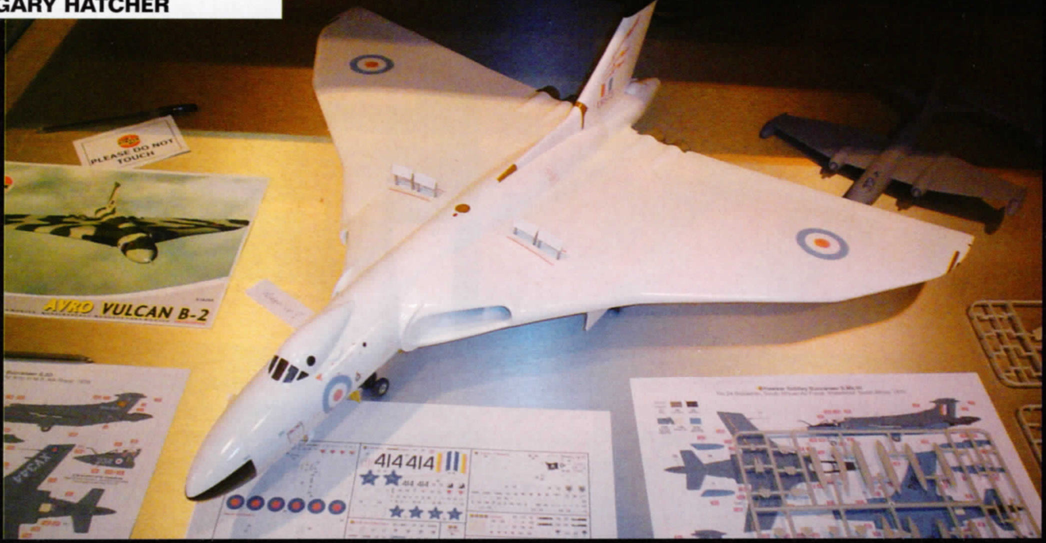
Aeroclub's latest offering in 1/48 – a 1/48 DH Gipsy Moth



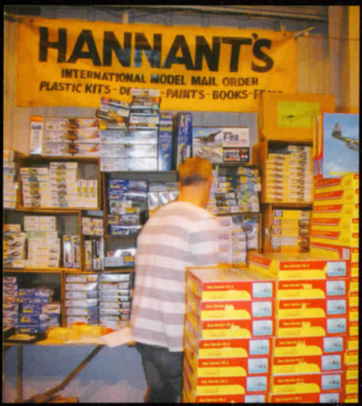
One competition entry that everyone was talking about was this 1/48 Stirling, a type sadly under-represented in model form



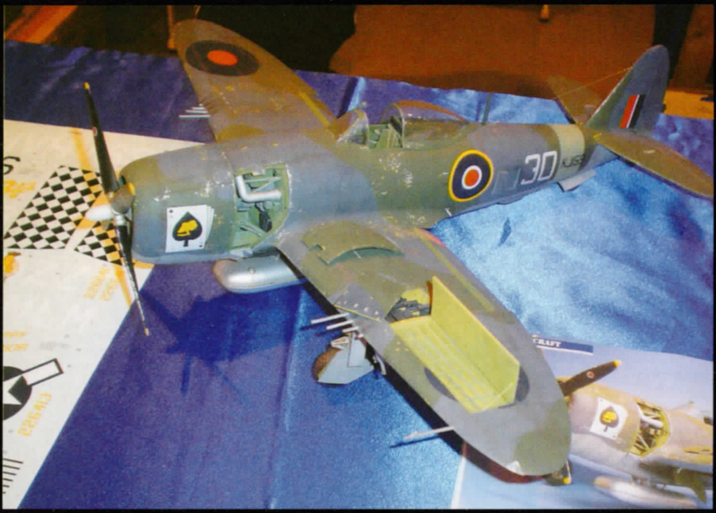
Plenty of dioramas were entered into the competition, but this maintenance scene, featuring a Ju 87B-2/Trop. was particularly eye-catching, and was deservedly commended



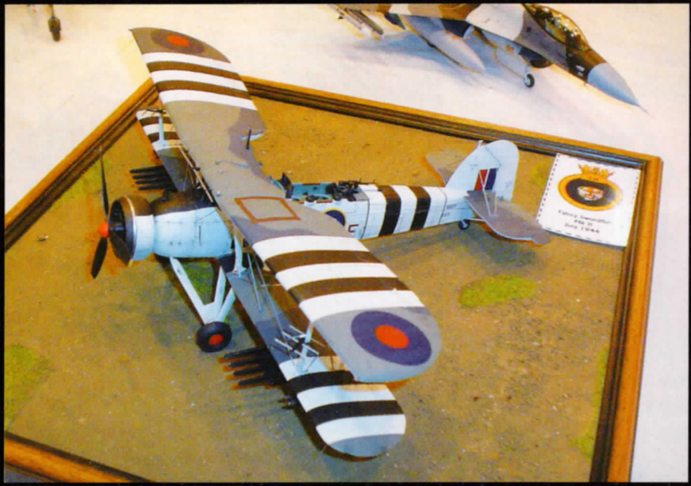
What! A 1/48 Vulcan on the Airfix stand? Actually it was a cruel hoax, perpetuated by the Bomber Command SIG we believe! Smuggled onto the stand at dead of night. It's actually an Aeroclub kit, with some faked boxart. Nice one chaps!


HANNANT'S
INTERNATIONAL MODEL MAIL ORDER
PLASTIC KITS - DE... PAINTS - BOOKS - F...

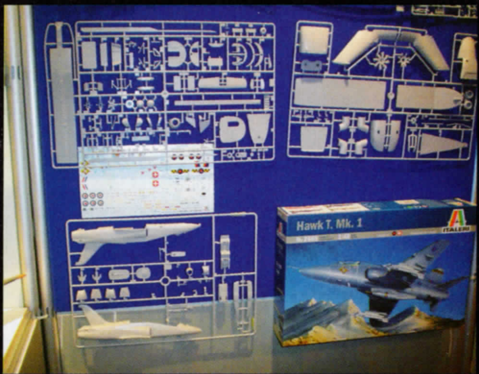
All of a sudden there was a SHAR F/A.2. The new Xtrakit release took us all by surprise, and frantic additions were made to a great many shopping lists on the Saturday morning



Mitch Thompson's beautifully built 1/24 Jug, seen on the Vintage Fighters stand. Look out for a new P-40 variant from this source soon



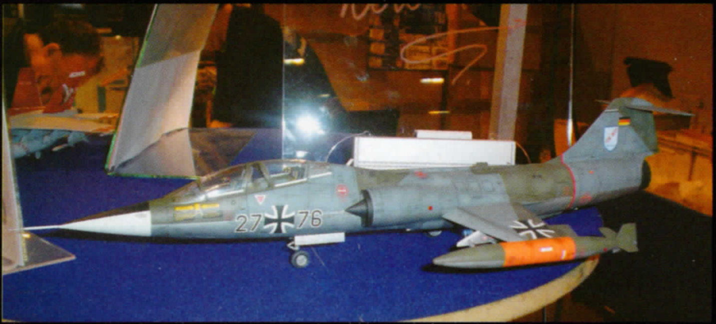
Also on the SLAM stand, this late war Swordfish Mk II proves that the aircraft looks better in the camouflaged uppers/white lower scheme, and looked so good the Editor immediately began to plan his next build



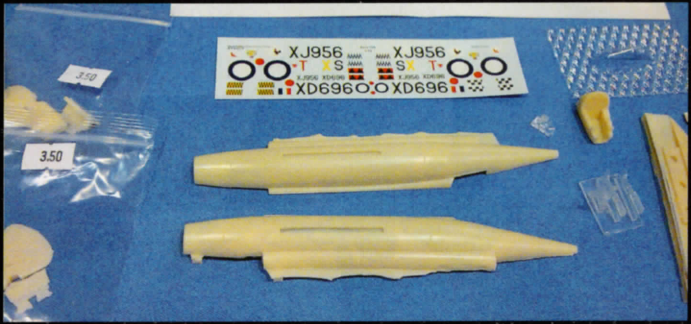
The Hobby Company offered their usual display of interesting sprues

The preposterous table of Wallace and Gromit movie-themed dioramas offered up this item. It's certainly an aeroplane, so we have no qualms about including it here

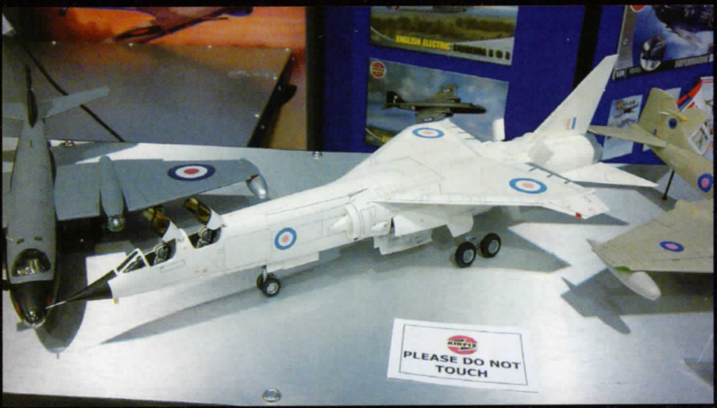
The welcome return of Pegasus and Blue Max. Freightdog's emporium gets more interesting by the minute



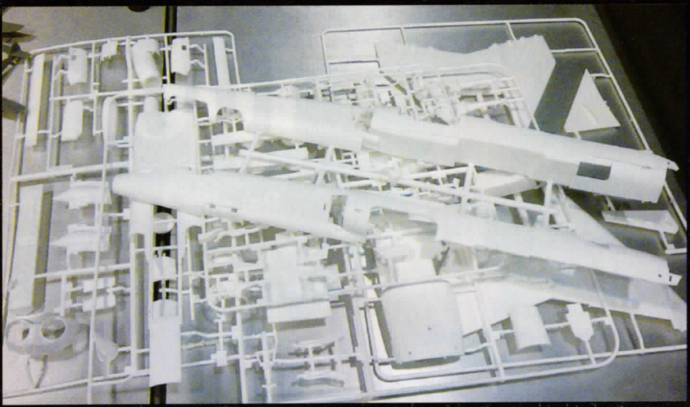
Sublime Starfighter on the Daco stand. German decals in all scales! Get them while they are hot



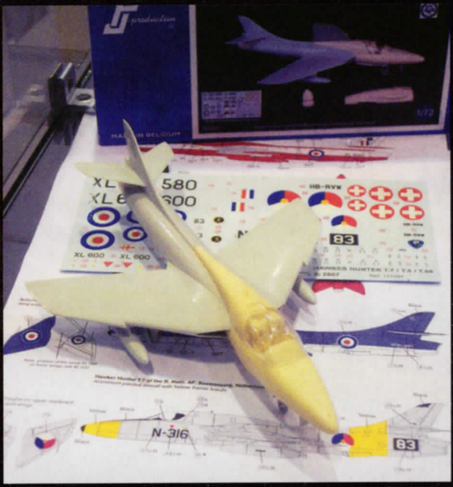
A 1/72 Avro 720, due soon from Freightdog as a Blue Max release



There it is! The Airfix TSR.2 in 1/48 – see elsewhere in this issue!



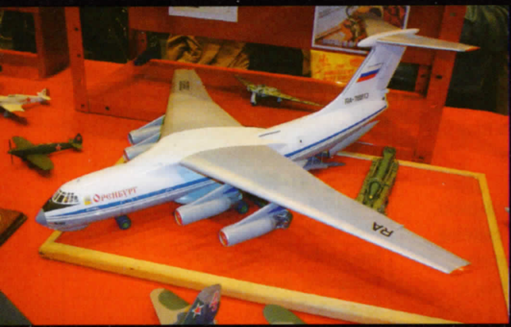
Sprues for the big white thing. Looking good too!



Now this is what we've been waiting for! All those modellers out there grafting the front ends of old Matchbox kits onto their Revell Hunters will be pleased to see PJ's latest conversion

Mr. Arthur Bentley was present with a display of his legendary plans and drawings

Mr. Alistair MacLean plans his next ambitious 1/144 hoax on the A2Zee stand

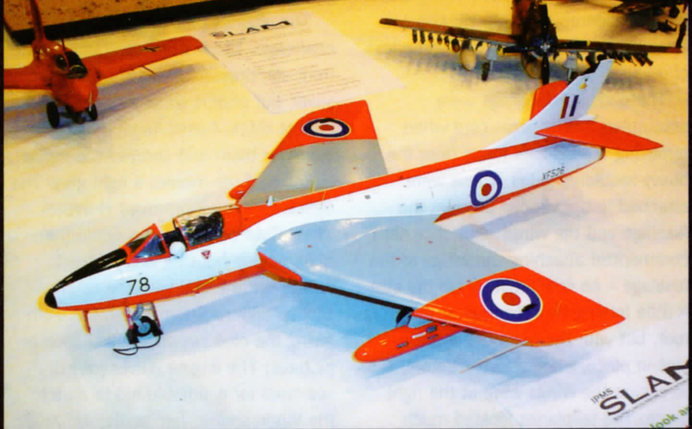


1/72 Il-76 by Mr. Ken Duffey, built from Amodel's enormous kit, which features composite fibre fuselage and wings with injection-molded plastic details

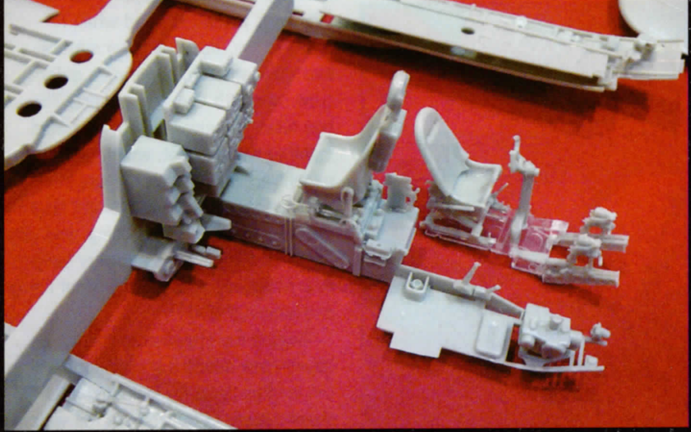
PLEASE DO NOT TOUCH
AIRFIX
1:48
AVRO VULCAN B-2

What If? Yes, a splendid joke, but what's the betting, in this current busy climate, that we are looking at a test shot two years down the line?

Making its public debut was the 1/72 Vickers Viscount -700 from Mach 2

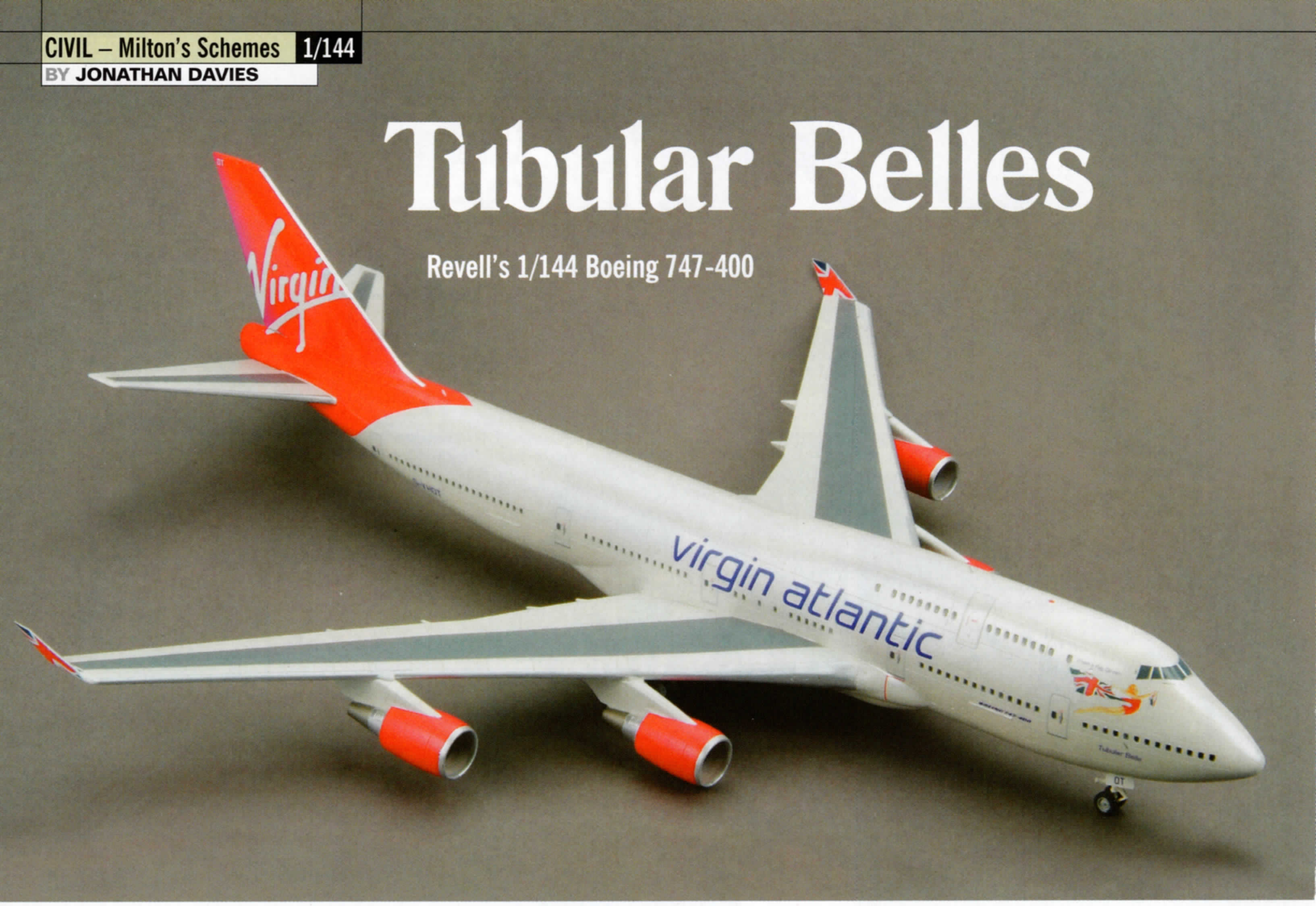


The South Lincolnshire Association of Modellers had a particularly nice display, including this well turned-out Hunter in 1/48



Another look at that Ju 88. The detail is impressive, and no one can quite believe the retail price is only £29.99. Revell have done it again!

BY JONATHAN DAVIES



Tubular Belles

Revell's 1/144 Boeing 747-400

The Boeing 747 is one of the most iconic of airliners and this was a project that I really quite fancied. The Revell kit comes with Lufthansa markings, which although colourful and distinctive, were not my first choice. What I really fancied were Virgin Atlantic markings, specifically G-VHOT *Tubular Belle*, on which I had flown to the USA some time ago. The kit is, I believe, not a recent moulding and has some significant flash in certain areas; otherwise, on the sprue, it looks sound and not too complex. The decal sheet is quite comprehensive, containing markings for one Lufthansa operated aircraft.

G-V RO M Y FAB BIG HOT TOP
XLG ROS GAL ROC WOW
virgin atlantic
Virgin

I spent some time researching Boeing 747-400s on the Internet for this build, specifically on www.airliners.net, an excellent site with all manner of useful photographs.

Construction

Starting at the front, the nosewheel bay was glued into one fuselage half and I added the suggested 20 grams of nose weight, using lead shot and lead curtain weights from John Lewis' haberdashery department. I also sprayed the inside of the fuselage matt black to reduce the empty look when the model was complete. The door windows were filled by applying sellotape over the outside and filling from the back using Isopon P38 car filler. This set quickly and when I removed the tape, the outer surface was quite smooth, requiring a quick wipe over with fine wet and dry. The two fuselage halves were then joined together with solvent, which required a patient approach given the length of the fuselage. There was a slight step in the joint which required filling, and just aft of the wing roots some very deep sink marks required quite a bit of filling and sanding.

Turning my attention to the wings, Revell have adopted a neat approach to the landing lights by including a 'U' shaped piece of transparent rod which sits inside the wing, forming the two lights on each side. Mounting them slightly proud of the leading edge meant they could be sanded down and polished. The wings and tailplanes were both assembled, left to dry and then the joint lines sanded smooth. The wings have quite heavy trailing edges and more dedicated modellers may like to reduce the thickness before assembly.

At this point I fitted the windshield, way ahead of schedule, after painting the inside black to avoid an empty cockpit. By doing this stage now, it meant that if it slipped inside, I could still recover it easily. Once fitted, it was faired in with Green Stuff and white Vallejo Putty and then polished back to a shine. The underside centre-section required more sanding and filling and I took considerable time to try and get the area smooth, resulting in some loss of detail.

The undercarriage legs were assembled, taking great care when removing the delicate items from the heavy moulding gates. These were attached to the various bays on the fuselage and the wings, and once set I commenced attaching the wings to the fuselage – no small feat, given the size. A little fettling was required at the wing root, but with the main undercarriage legs in place, I had a useful setting aid to ensure the wings were at the right angle. The tailplanes located much more easily and only a small amount of filler was needed at the joints

TECHNICAL DATA

Boeing 747-400

Scale: 1/144 **Kit No: 04219**

Price: £14.99

Type: Injection Moulded plastic

Manufacturer: Revell AG

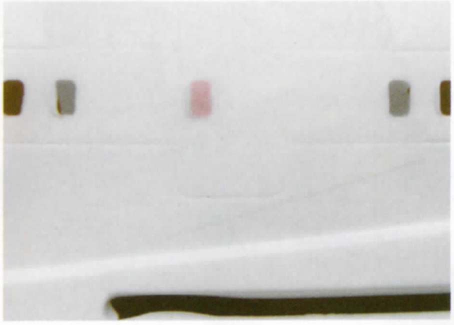
UK Importer: Revell UK

US Importer: Revell Monogram

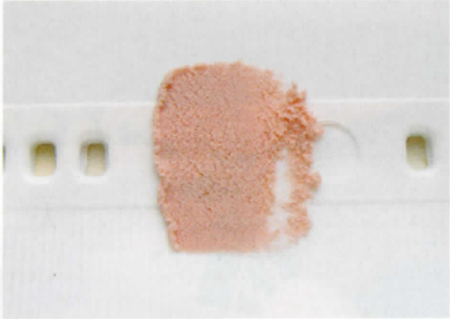
Also Used:

TwoSix Decals ST4457 Virgin Atlantic Boeing 747-400

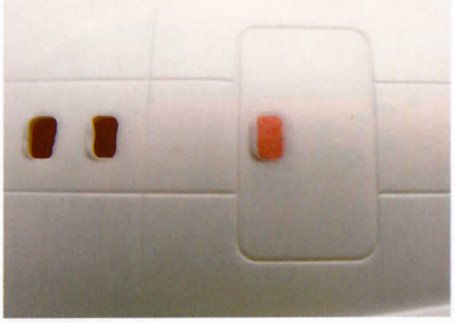
The engines present an interesting challenge. The instructions indicate the front compressor blades should be silver, but photos show them to be almost black. I used Tamiya NATO black for them and sprayed the inside surfaces of the intakes a light grey. The exhaust cone was sprayed Humbrol Metal Cote polished steel while the main engine housing was sprayed AlClad burnt metal with the centre section picked out in Bare-Metal Foil, giving the nice two-tone effect seen in pictures. The engine halves joined, I searched for a suitable red to match the Virgin shade. Tamiya flat red XF-7 proved a very reasonable match and the engine bodies were sprayed with



Filling in the windows on the kit, to allow decals to be placed over them, can best be achieved by first blanking the hole on the outside with Sellotape

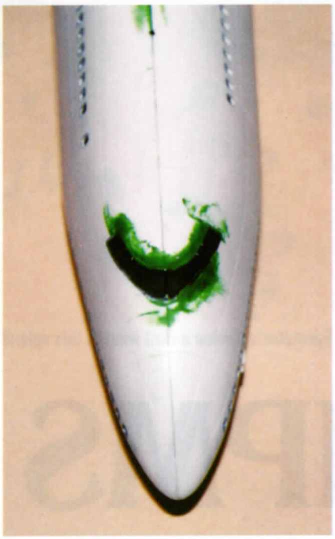


Putty applied to the hole from the inside – in this case car body filler



A quick wipe over with wet and dry leaves a smooth finished surface ready to apply the decal

A degree of filler was necessary on and around the undersides



Transparency or decal? This is the choice modeller's often face with airliners. Either way, those narrow kit parts need to be thoroughly faired in with filler, and sanded and polished back to a smooth, flush surface

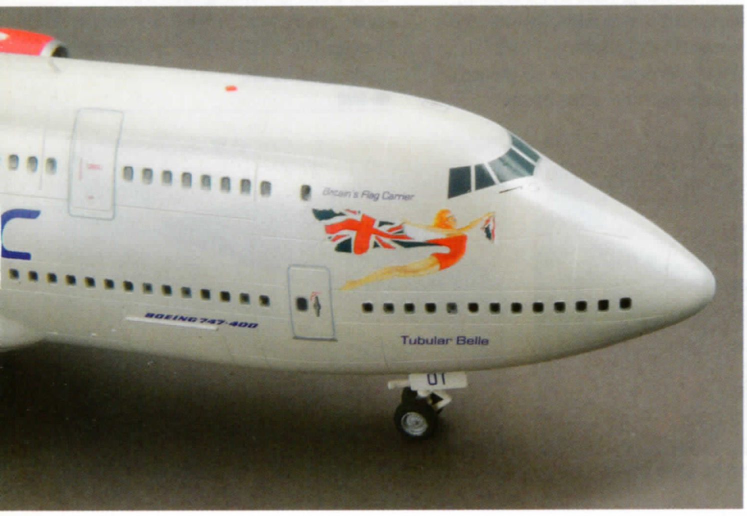
this, the intake rims being picked out in Humbrol Metal Cote aluminium, after some interesting masking round the compound curves and on the interior of the intake.

Decalling and Painting

Part way through the build TwoSix Decals released a sheet covering the aircraft I wanted to model. These are for the recently rolled out Virgin livery, and when the sheet went to print, only two aircraft had received it – G-VROM *Barbarella* and G-VROY *Pretty Woman*. During the build I discovered a third one had now been painted up, G-VGAL *Jersey Girl*. The new scheme has the aircraft painted in a light pearlescent grey. Fortunately, Hannants produce this in their Xtracolour range which meant a quick trip down to Hendon to the shop. The colour comes as two separate paints, Virgin Atlantic Grey X367 with a transparent pearlescent mica top coat X368 to be applied over it.

I started by airbrushing Tamiya matt white, cut with MEK (Methyl Ethyl Ketone) which gives a very quick drying time. However, it was taking a lot to cover the Green Stuff filler I had used and I resorted to Halfords white car primer, which gave slightly better coverage. I didn't bother to mask the windshield as there was a decal supplied for that. The Virgin Atlantic Grey took a few coats to cover the white primer and once that was fully dry, I sprayed the mica top coat, again taking care to get an even coat. The leading edges of the fin, wings and tailplanes were then sprayed Humbrol Metalcote Polished Aluminium and the centre sections of the wings and tailplanes with what should be Corogard. Hannants were out of stock so after a little research on www.britmodeller.com, I mixed my own from a dark grey and a good dollop of Humbrol 56, metallic matt aluminium which gave a reasonable interpretation of the colour.

TwoSix are to be commended for their attention to detail with these decals. The Virgin lady on the nose comes as two parts, including a white underdecal, with the lady herself printed it seems using an ALPS printer.



Markings are provided for all aircraft in the Virgin fleet and with a particular preference for G-VHOT, I went for that one in anticipation of its future scheme. The decal sheet comes with a full set of glazing for the aircraft, but I had left the windows open assuming initially I was going to use the kit supplied sheet. With the decals being so thin, they are quite delicate and once they are on the model moving them becomes quite a challenge, requiring lots of water or wetting solution. This is why the Virgin lady is not quite in the right position, as the white underdecal proved nearly impossible to move without it crumpling, due to the shape of her extended arm. I overcoated the lady herself with two lashings of Johnson's Klear to protect the markings before applying them.

The fin markings were among the largest decals I have ever placed, but they went on without too much trouble. Again, care in initial placing is key to success. The aft end of the aircraft is red and this is supplied as a decal for each side, to be applied before attaching the tailplanes. Of course, I had already attached these and had to cut the decals into several pieces to get them to work for me.

With the delicate nature of the decals, and my ham fisted butchery, there were inevitably a few little bits that needed retouching. TwoSix provide a small piece of spare red decal on the sheet for such a purpose, but I found another near perfect match in Humbrol's acrylic range, paint number 5060.

Final Touches

The wheels went on next without any trouble, but attaching the engines was a challenge. The locating pins are not very pronounced and the pylons didn't quite match the shape of the wing. I had to use a little Vallejo filler around during initial construction. Attached with superglue, they were given a light dab of the Virgin Atlantic Grey paint and left at that.

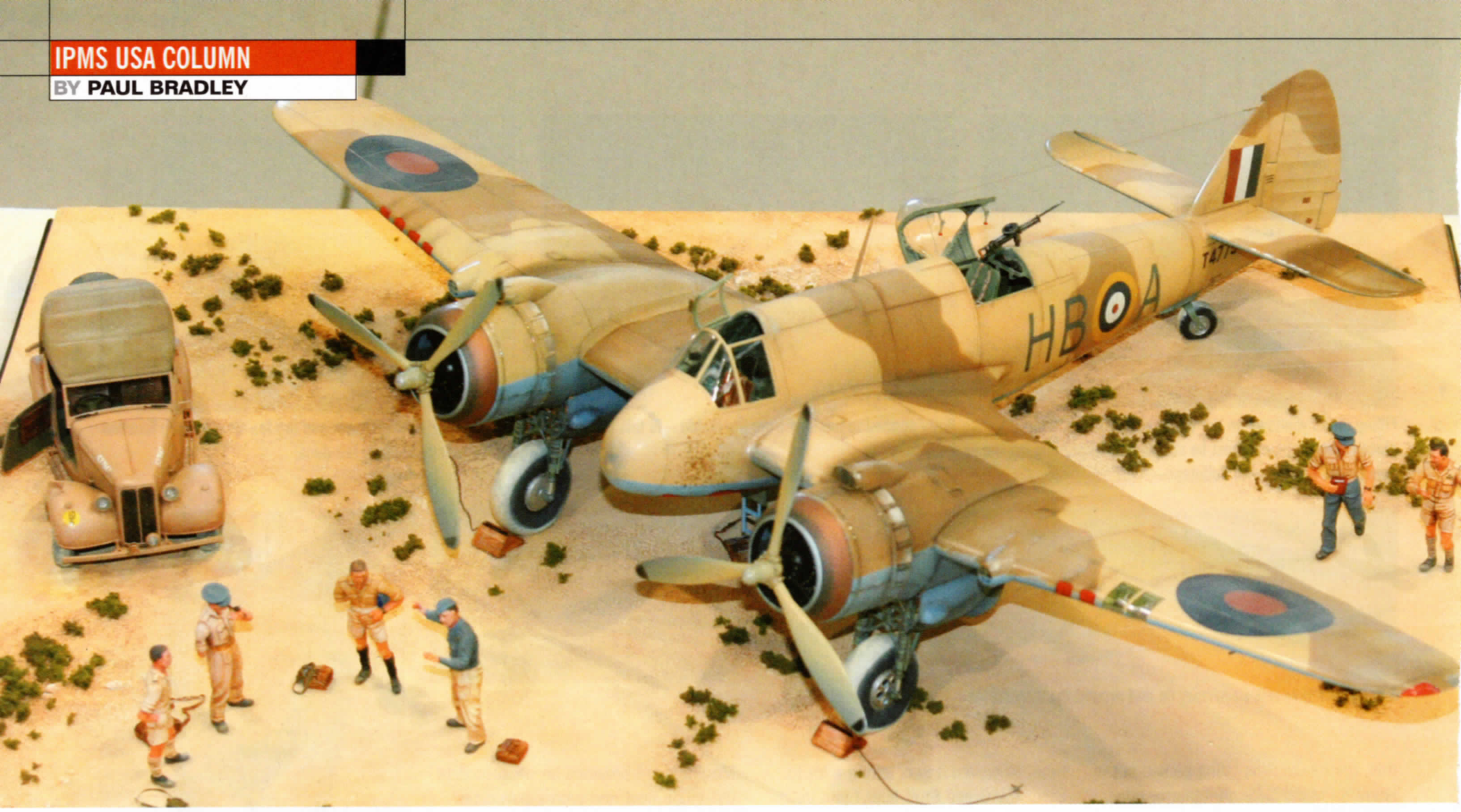
Conclusion

All in all, this was an interesting project, reminding me of what modelling is all about. The kit shows its age, but with a little work it turns into a very eye catching model. It is not overly complex and I have no doubt that it will please a number of people. It is certainly large, the largest I have built to date, so storage is something to consider. The decals were very fine and once on the model, really did look as if they were painted on. Both the kit and the decals can be recommended to all.

● SAMI

Scale Model Club
Milton Keynes
www.mksmc.co.uk

BY PAUL BRADLEY



Spectator's Choice award went to this splendid 1/32 Revell Beaufighter diorama by Simon Herbert

IPMS USA Column

Modelzona 2008

Modelzona is rapidly establishing itself as one of the premier club events in the southwest United States, with a great location, the CAF Museum at Falcon Field, Mesa, lots of vendors and an increasing fanbase of modellers from across the region. This year, the event was held in near-perfect autumnal weather and this combined with lowered petrol prices brought out 342 models for the competition tables, from as far afield as Utah, New Mexico and California.

The Best Aircraft award went to a superbly detailed 1/48 XF4U-1 Corsair, detailed and converted from the Tamiya kit by David Weeks. Best Aircraft Diorama was Landing Ground 10, Egypt 1942, which featured a splendid 1/32 Revell Beaufighter with staff car and figures in a desert setting. This well-presented model by Simon Herbert also took the Spectators' Choice Award and was thoroughly deserving in that.

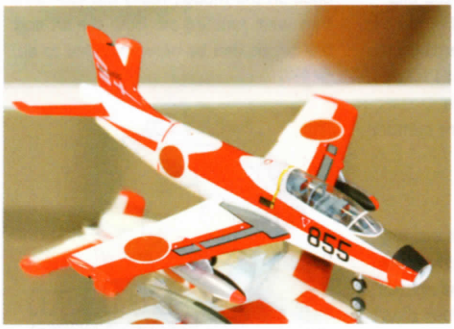
Special mention should also go to Clara Triem, who took home the Golden Age Award for a terrific Airco D.H.2. This award was dedicated to the memory of Dr. Raleigh Williams, who passed away earlier this year.

In addition to the models on display, Modelzona features vendors from across the region, an always-popular Make and Take, and a well-subscribed raffle. Those looking for inspiration for future projects could look over the resident aircraft from the CAF collection, which this year included the B-17G Sentimental Journey in for servicing, Race 57, a superbly turned-out Corsair racer, as well as a former-FRADU Canberra TT.18 WK142/848 and an OV-10 Bronco - these in addition to the normal complement of display aircraft.

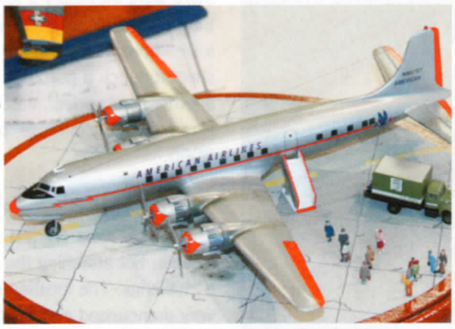
The popular vendor area

Once again, the members of IPMS/Craig Hewitt, Phoenix, deserve a lot of credit for running such a superb show, and I can thoroughly recommend the trip. The 2010 IPMS/USA Nationals are in good hands!

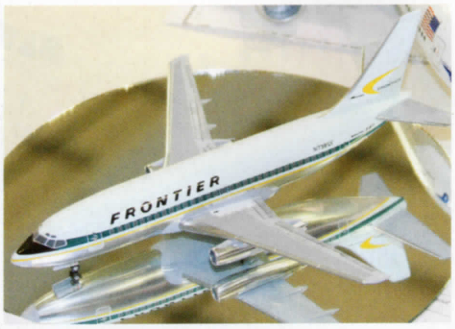
● SAMI



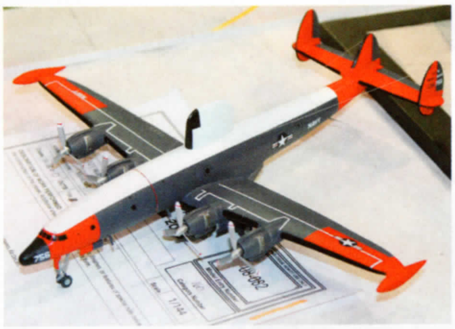
Tiny T-1A Gifu in 1/72 from the Hasegawa kit



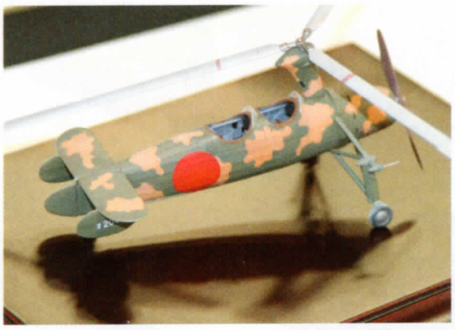
All the tiny people! 1/144 Minicraft DC-6B in 1950's American Airlines colours



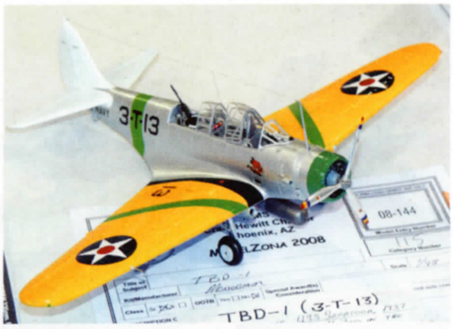
Bill Engar's 1/144 Frontier Airlines 737 picked up the win in a very competitive airliner category



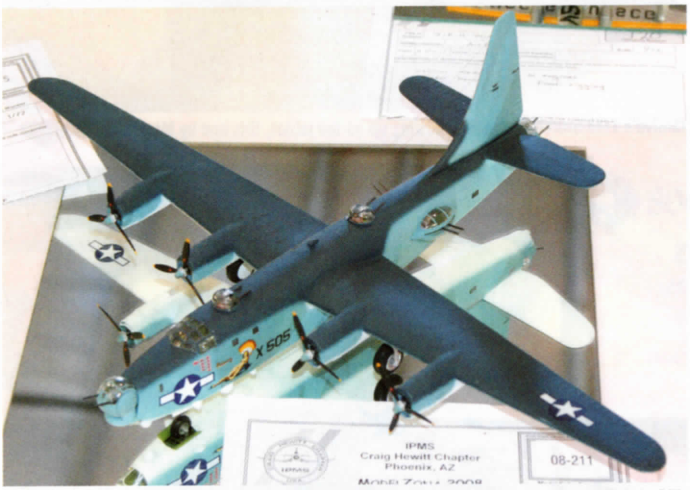
Nice EC-121 Warning Star from the Minicraft 1/144 kit



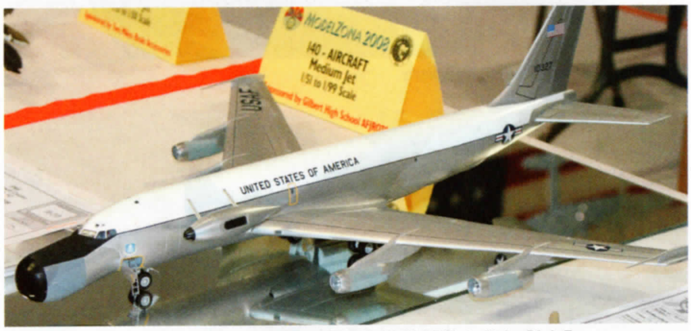
This diminutive Ka-Go autogyro won 1st in Rotary Wing



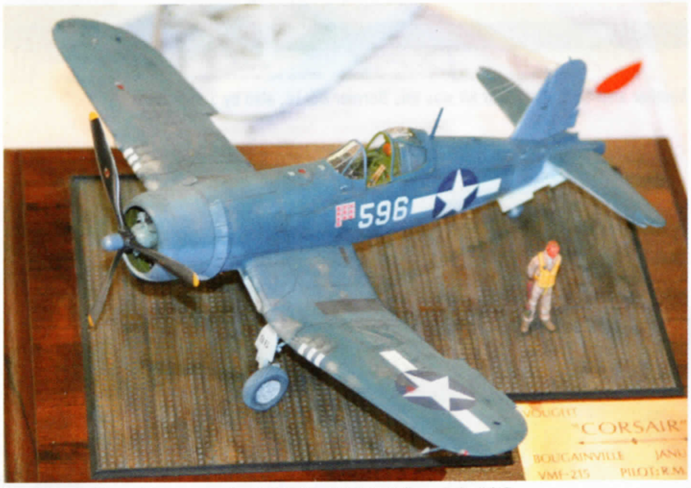
Monogram 1/48 TBD-1 Devastator in 1937 US Navy colours



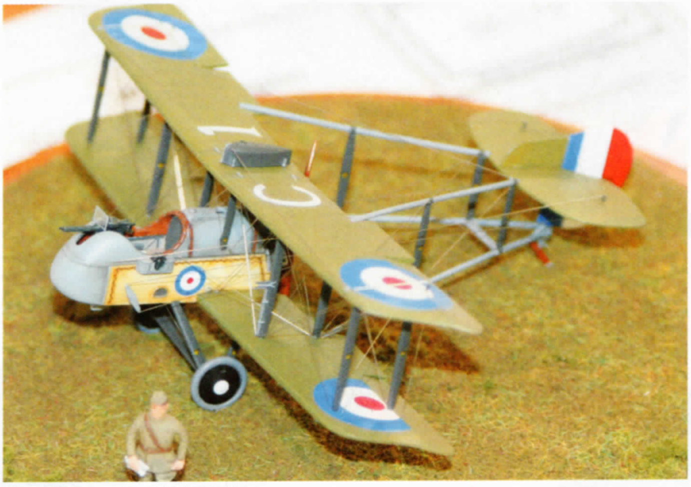
You don't see Matchbox Privateers built that often either, yet there were two here! This is Bill Engar's winner



One you don't see built very often – AMT's 1/72 EC-135N ARIA, built by Dick Engar



Don Alberts from Albuquerque built this fine VMF-215 Corsair in 1/48



Clara Triem's splendid 1/48 D.H.2

Shows USA

March 13/14th, 2009

Mad City Modelers 14th Annual Show and Region 5 Convention
Madison Marriott West, 1313 Hammons Dr, Madison, WI
Presented by IPMS Mad City Modelers
www.madcitymodelers.org

March 14th, 2009

Wings, Wheels, & Keels Spring Model Contest 2009
Woodmere Rec. Center. 3951 Woodmere Pk. Blvd, Venice, FL
Presented by IPMS Wings, Wheels, & Keels
Randy Whitacre 941 627-3880

March 14th, 2009

Pensacola Modeleer's West Florida Model Expo 2009
Washington High School, 6000 College Dr, Pensacola, FL
Presented by IPMS Pensacola Modeleers
Warren Dickerson 850 830-0699

March 21st, 2009

16th Annual Model Contest & Swap
Raymond Park Middle School, 8573 E. Raymond Street, Indianapolis, IN
Presented by IPMS Roscoe Turner
www.ipmsroscoeturner.org

March 21st, 2009

Showdown 19
Senter Park E, 228 Chamberlain St, Irving, TX
Presented by IPMS Metroplex Car Modelers Assoc
www.themcma.com/html/AboutUs.htm

March 28th, 2009

Tulsa Modelers Forum Open Contest
4121 S. 72nd East Ave, Tulsa, OK
Presented by IPMS Tulsa
www.tulsaipms.org/tulsaipms.org/Welcome.html

March 28th, 2009

Box Stock Rock 2009 DogCon
Disciple Center, 582 Leesville Road, Lynchburg, VA
Presented by IPMS Blue Gray Renegades
www.bluegrayrenegades.org

March 28th, 2009

Smoky Mountain Mini-Con
Knoxville Civic Coliseum Ballroom, 500 Howard Baker Ave, Knoxville, TN
Presented by IPMS Knoxville
www.freewebs.com/knoxvillescalemodelers

March 28th, 2009

RepLIcon XXIV
Freeport Recreation Center, 130 E. Merrick Road, Freeport NY
Presented by IPMS Long Island Scale Model Society
www.lisms.org

March 28th, 2009

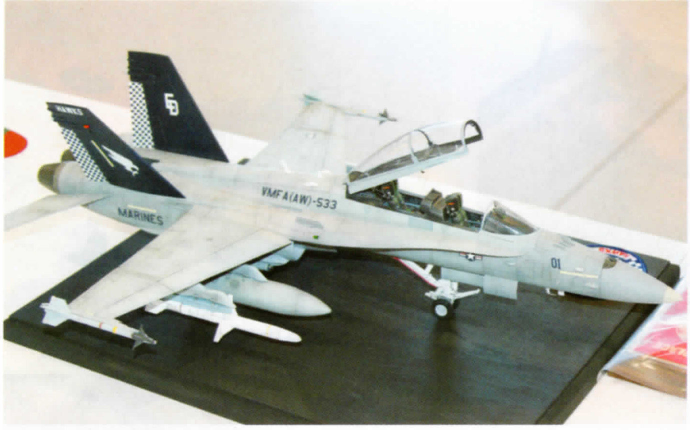
Great South Tigerfest XVI
St. Jerome K.C. Hall, 3310 Florida Ave, Kenner, LA
Presented by IPMS Flying Tigers
Richard Marriott 504 737-9514

March 28th, 2009

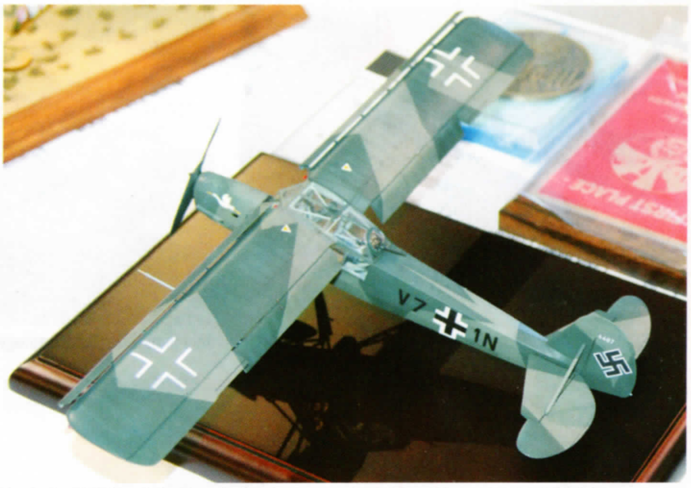
TRICON 2009
Beattie Career Center, 9600 Babcock Blvd, Pittsburgh, PA
Presented by IPMS Three Rivers
http://ipmsthreerivers.scalewarbirds.com/blog

March 29th, 2009

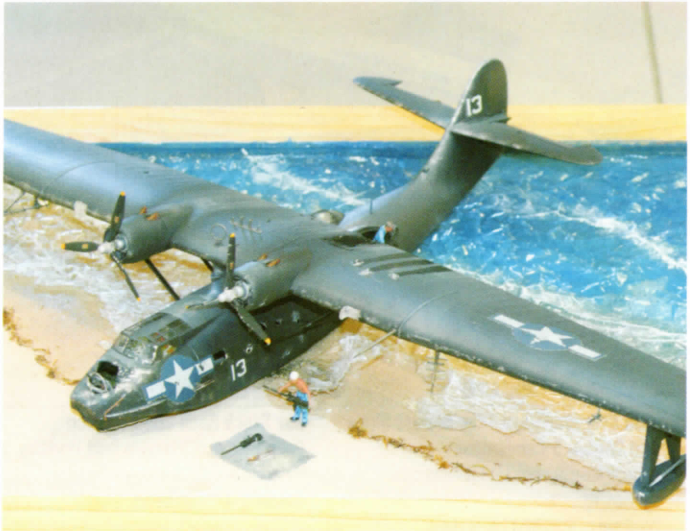
Valleycon 19
460 Granby Rd, Chicopee, MA
Presented by IPMS Wings & Wheels Modelers
www.wwmodelclub.org



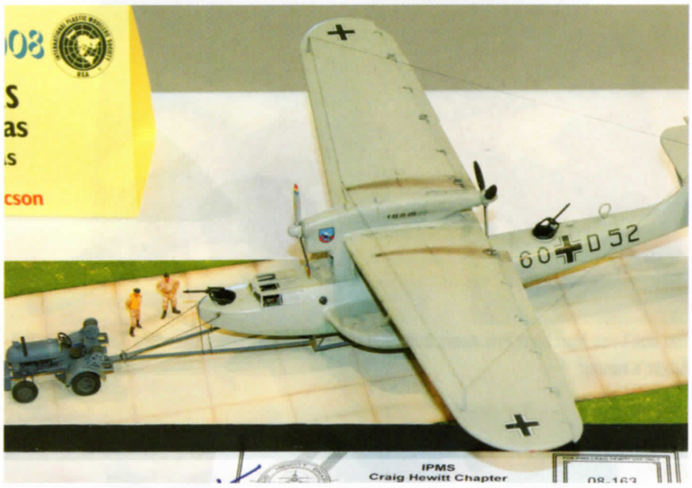
A super 1/32 F/A-18D by Joe McGovern



Tamiya's 1/48 Storch is already showing up on the tables, this one by Mark Glidden

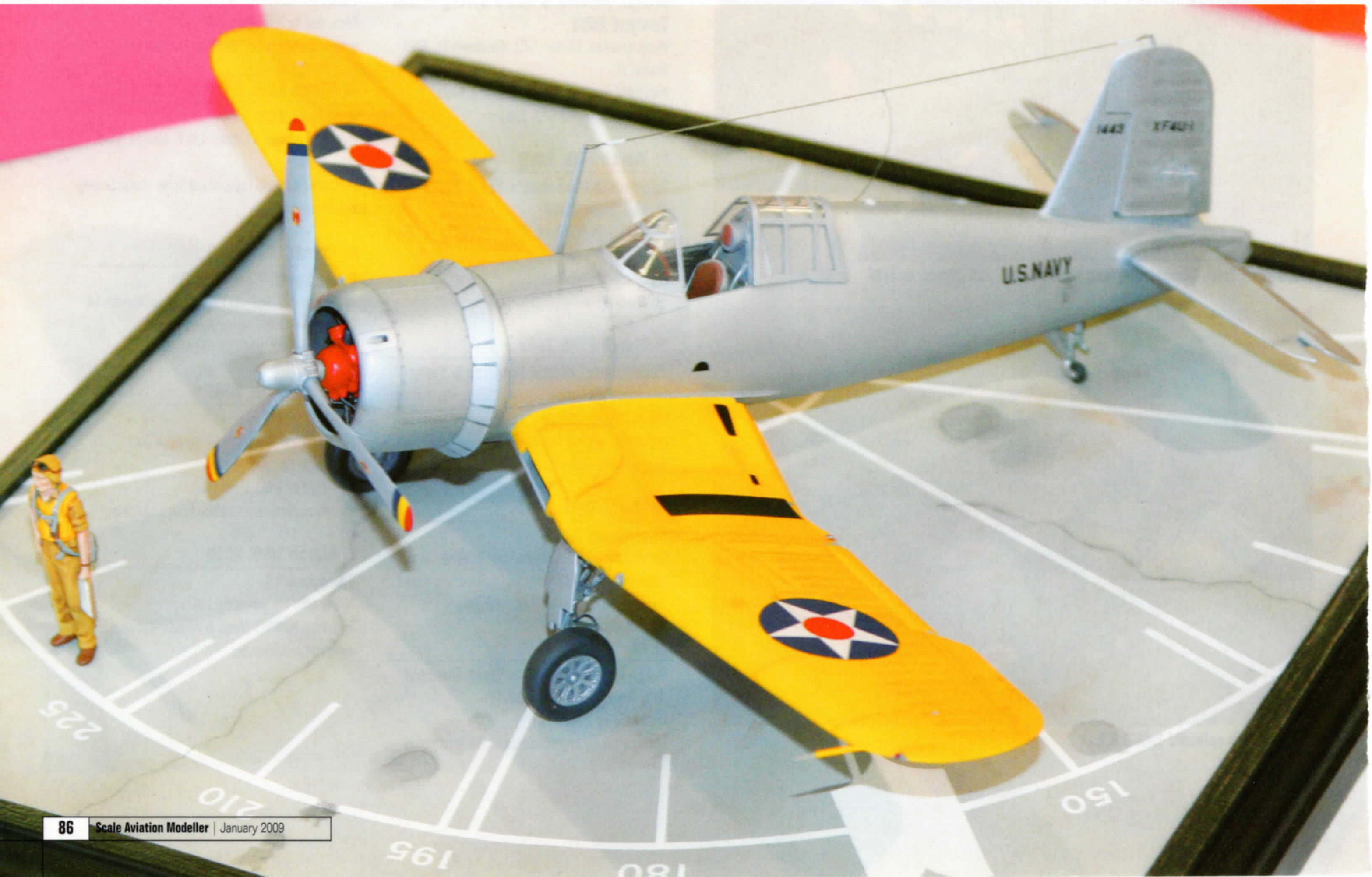


A shot-up 1/48 Revell 'Black Cat' Catalina is the subject of this diorama

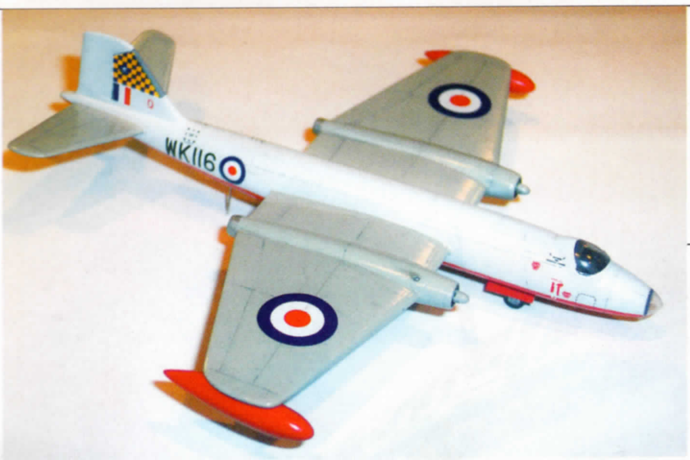


Another well-built Matchbox kit was this Dornier Do-18, also by Simon Herbert

Best Aircraft was this 1/48 XF4U-1, modified from the Tamiya kit by David Weeks

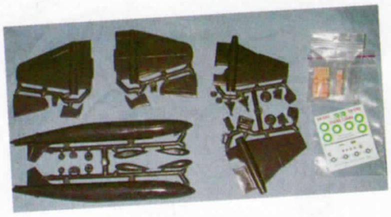


BY JENNIFER WRIGHT



Canberra

Freightdog's New Release



The Ozmods B-57 includes a nice resin cockpit interior

OzMod's new
1/144 Canberra B(I)8 Intruder
Model by Rob Fisher
XM277

OzMod's fighter-canopy tool is also available for space-challenged Canberra fans

Ozmods also have a 1/144 B-57 in their range

OZCONV14402 is a resin conversion for the RB-57D featuring extended wings with larger nacelles, a single-seat cockpit tub with rear compartment stacked with electronics gear, and various other details to convert the basic B-57 kit

The BAC Canberra seems to be hot property at the moment, with kits springing up left right and centre. Unfortunately for those of us with small homes, all the new kits are 1/48 and the Canberra is not a small aircraft.

This kit then, is a change of pace – a new short-run injection moulded kit of the Canberra B.2 in 1/144 being marketed by Freightdog Models in the UK. The kit is made by OzMods of Australia but is being supplied by Freightdog complete with an exquisite decal sheet giving options for RAF and RAAF aircraft.

So, what do you get for your money? Well, the aforementioned short-run mouldings are supplied on four sprues containing thirty-four parts and you get two sets of vacform canopies, complete with optional transparent nosecone. The decal sheet has no less than six options, which will allow an attractive collection to be built, so it's a good job that you could park a squadron of these baby Canberras in the shadow of one 1/48 kit!

TECHNICAL DATA

Canberra B2

Scale: 1/144	Kit No: FSD144001c
Price: £16.95	Decal Options: 6
Type: Injection Moulded Plastic	
Manufacturer: Freightdog	

Construction

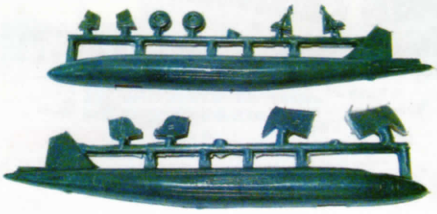
A word of warning for any builders of this kit; it is a short-run tool with all that implies. I found the plastic to be incredibly brittle and would suggest using a saw to remove parts from the sprue to avoid taking chunks out (ask me how I know this).

The cockpit is simple but surprisingly complete, and this along with the separate nosewheel bay needs to be trapped within the fuselage halves, which actually fit very well.

Wings and tailplanes are constructed without issue, but caution will be required when it comes to fitting them. Mounting positions are marked only very faintly on the fuselage mouldings, which have no slots for the locating tabs on the wings. I decided to cut off all locating tabs and go for a butt joint rather than risk damaging the fuselage by opening out slots. Construction of a simple jig might aid this process, but judicious use of super glue and accelerator saw me through without one. Some filling was necessary to make good the joints.

I cut out the vacform canopy with nothing more complicated than a pair of scissors and stuck that down with Gator glue, before getting on with the painting.

Sprue gates are heavy, and the plastic brittle, but parts will clean up with a little care

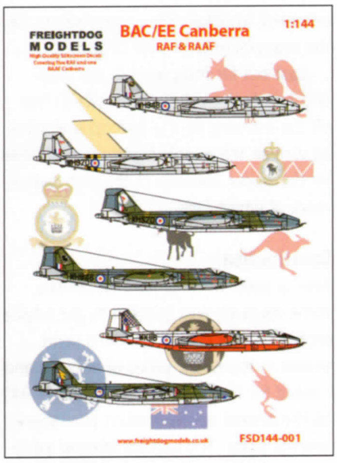


Construction is simple and straightforward once all parts are detached and cleaned up

The upper wings. Wingtip tanks are provided separately

FREIGHTDOG MODELS
BAC/EE Canberra
RAF & RAAF
1:144
NEW

Newly on sale at Telford, Freightdog's first 1/144 sheet – a commitment to the scale we can all take heart from


FREIGHTDOG MODELS
High Quality Silkscreen Decals
Covering five RAF and one RAAF Canberra
BAC/EE Canberra
RAF & RAAF
1:144
www.freightdogmodels.co.uk
FSD144-001

Freightdog's decal sheet is available separately from the kit – for those of us with a stash of Canberras already laid down!

Colour Options

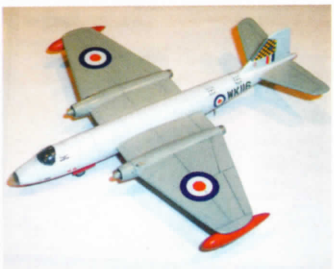
Paint was a mixture of Tamiya and Gunze Sangyo acrylic, sealed in with a couple of coats of the ubiquitous Johnsons Klear to give a smooth surface in preparation for the decals. There are three camouflaged options including one RAAF aircraft, two High Speed Silver versions, one sporting Suez campaign stripes, and the choice I opted for, a colourful red and white example with chequerboard markings on the tail. The decals, as you might expect from Freightdog, performed faultlessly and really finished off the model. Once they were sealed in with some more Klear I used a little Pro Modeller wash to accent a few panel lines in order to break up the finish a little.

Finishing off is a simple matter of adding the undercarriage parts. I substituted some thin plastic card for the doors, as the kit parts are quite thick. When I popped it down on its wheels I discovered that despite the nose weight I had added, it was a tail sitter – hence the piece of wire acting as a prop.

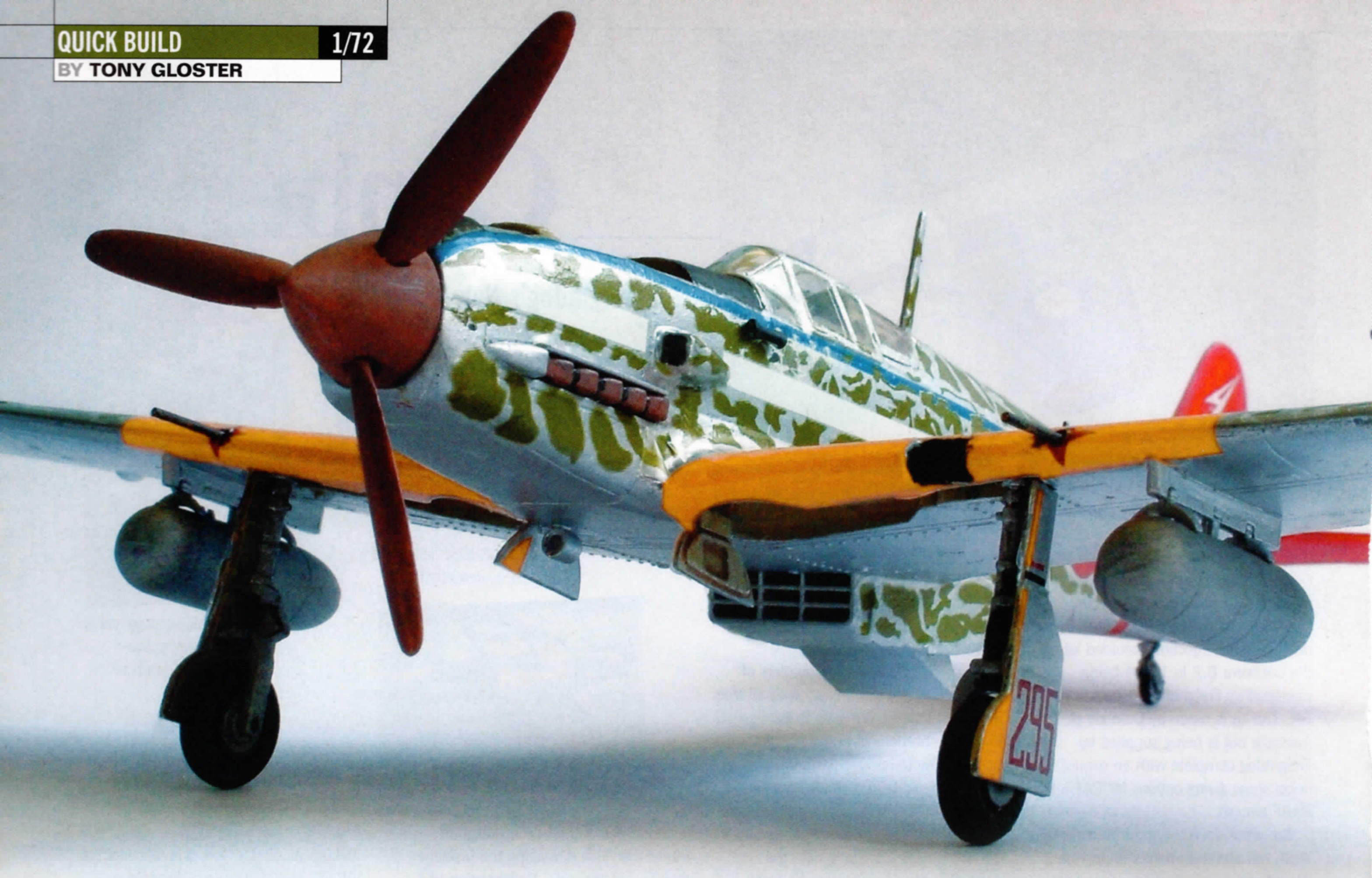
Conclusion

This kit is a simple but very effective rendition of the much-loved Canberra. It is not without its problems but with a little effort a very pleasing model is the result.

● SAMI

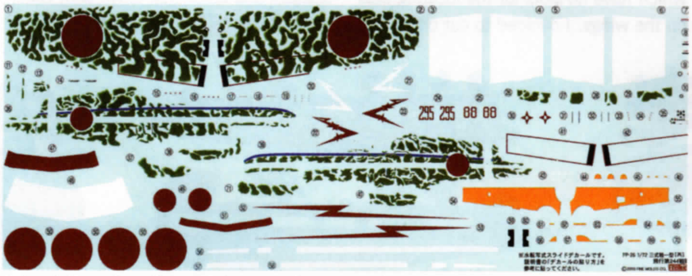


BY TONY GLOSTER



Knocking off the Spots

A camouflage pattern made easy



A decal sheet of quality, note the upper fuselage and wing camouflage. it looks complicated to fit, but in fact it could not be easier

An extremely nice painting adorns the box top of Fine Molds' Ki-61, and inside the overall sense of quality continues. One sealed bag contains two sprues of a hard, light grey plastic, on which the fifty-five parts are flash free, with no moulding marks. The well defined crisp detail consists of recessed panel lines and inspection covers, with raised detailing in areas such the undercarriage assembly, cockpit and engine insert. The single transparent sprue holds three items, which are moulded to the same high standard, the one-piece canopy being crystal clear, with subtly raised framing. There is one more small bag, and this contains two hollow brass cannon barrels for the wing armament.

The instructions are in a fold-out style covering eight pages. The three pages of the build are easy to follow due to the well designed diagrams covering the eight construction sections, helped by having all the paint callouts and building commentary in English as well as Japanese. Two and a half pages are devoted to the painting and decal placement, and finally there is a list relating the colour callout to Mr Hobby and Tamiya paints, so you can cross reference to obtain the correct paints for the manufacturer of your choice.

244
244戦隊
FineMolds

The instructions are mainly in Japanese, and while the build diagrams are clear and easy to follow, it would have been nice if the history was in English as it looks both interesting and comprehensive

Last but far from least is the large and impressive decal sheet, which has all the marking for the two options given as well as the dappled green camouflage for the upper surfaces of the first choice, more of which later.

Construction

After a good study of the instructions, some research was in order to get advice on the cockpit colour. This is a sand yellow in the Ki-61 series of aircraft, and I opted for Humbrol Brown Yellow (#94) as the closest approximation available in enamel paint. The various internal parts were painted, given a wash of Red Brown and highlighted to bring out the superb detail. The instrument panel dials are supplied as a decal and look the part once fitted onto the instrument panel, and this has the end of the two Ho 103 12.5mm machine guns moulded into it. All the parts fitted well with no need for any adjustment, and the only criticism I have is the lack of seat belts, even on the decal sheet.

244
244戦隊
FineMolds

TECHNICAL DATA

Kawasaki Ki-61 Tony 244th AR

Scale: 1/72 Kit No: FP 26

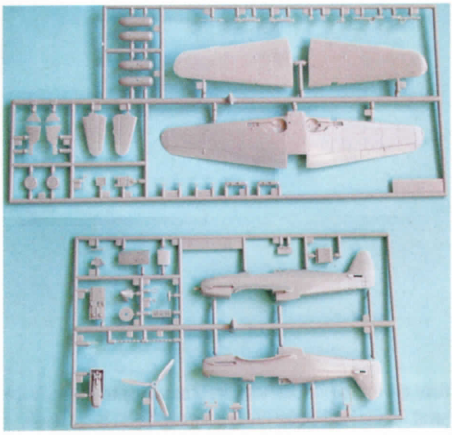
Price: £14.45

Type: Injection Moulded Plastic

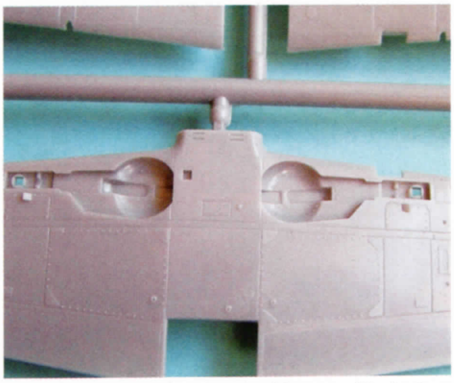
Manufacturer: Fine Molds

UK Importer: modelwholesaleuk

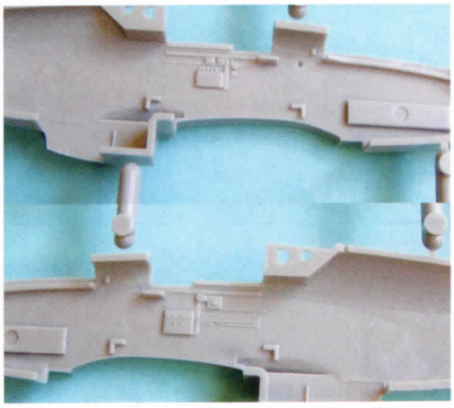
Before the fuselage halves are joined together the engine block is added, which is a nice feature as it adds scope to the model if you wish to build a diorama. The engine cover is also supplied so you have the option of an open or closed engine bay. Also at this stage the rear of the radiator bath is fitted, made up from three parts - radiator front, roof and outlet flap. A



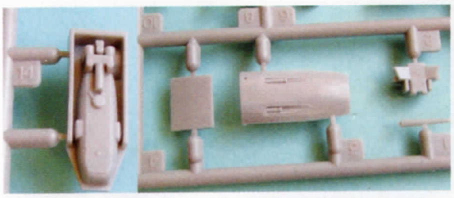
The two sprues that go to make up Fine Molds' Ki-61



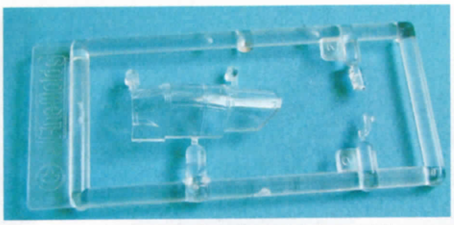
Undercarriage bay and surface detail is some of the best you will find



The moulded cockpit detail is very good for a kit of this scale

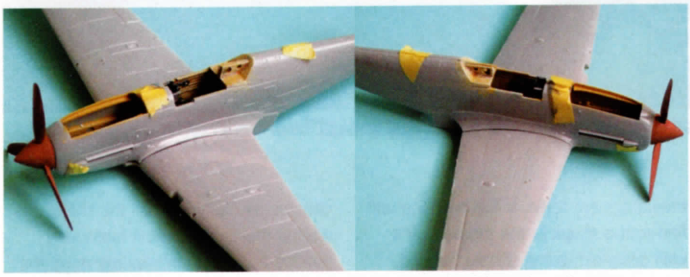


A close up of the detailed engine block, engine cover and instrument panel

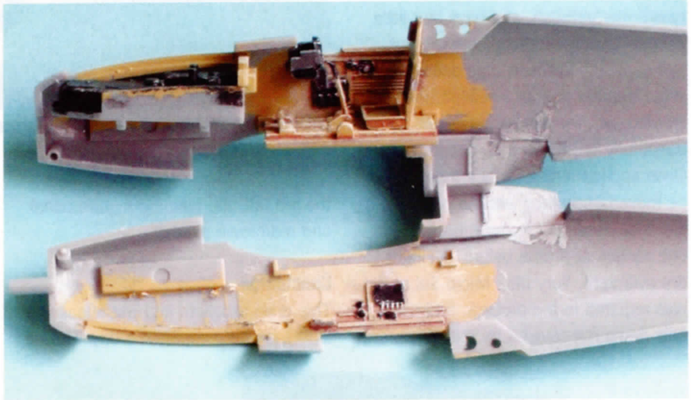


The clear plastic is as good as the rest of the mouldings

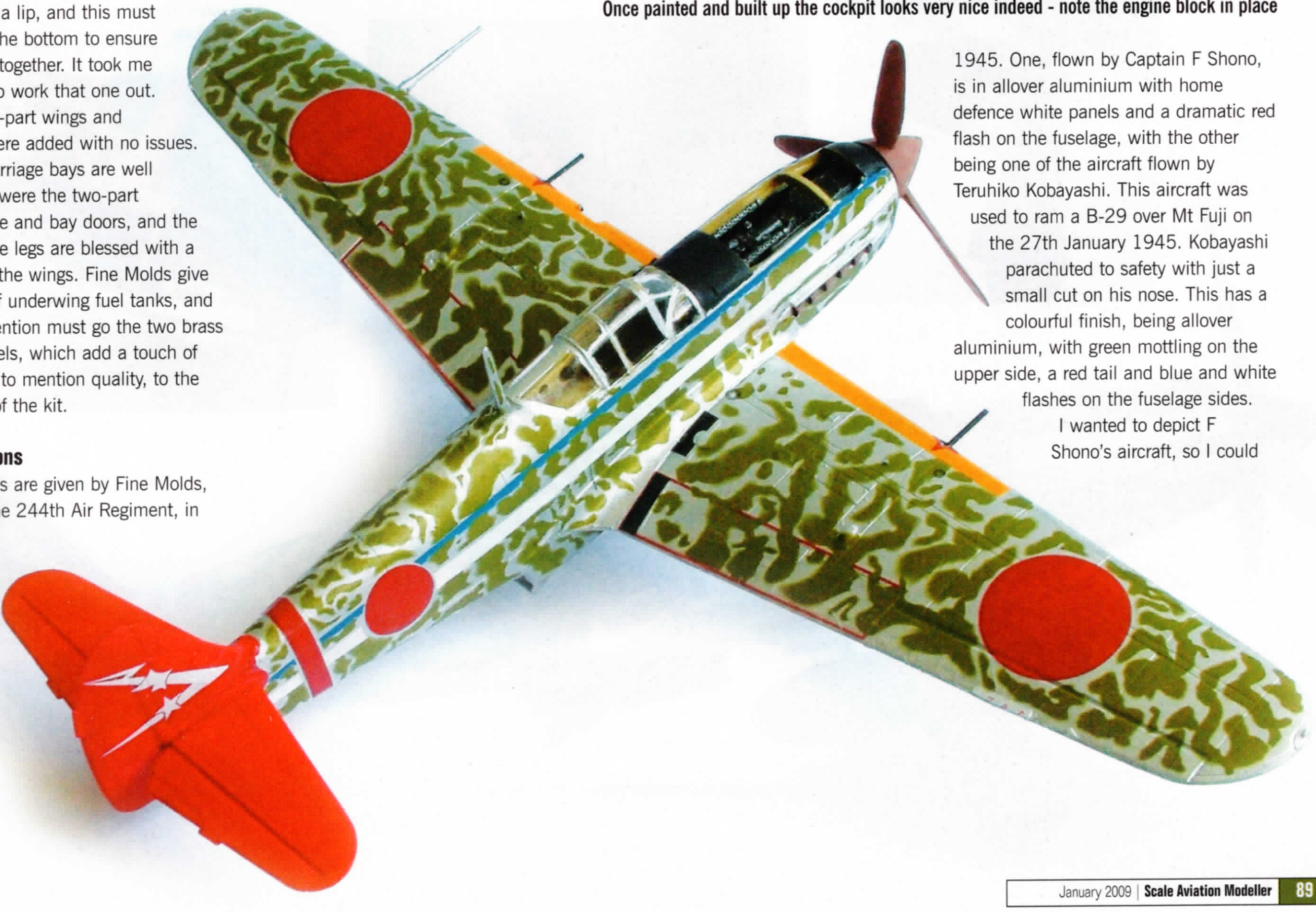
The hollow brass 20mm Ho-5 cannon barrels add a bit of class to the whole affair



With the fuselage completed the wings are dry fitted. Once glued into place the gaps disappeared



Once painted and built up the cockpit looks very nice indeed - note the engine block in place



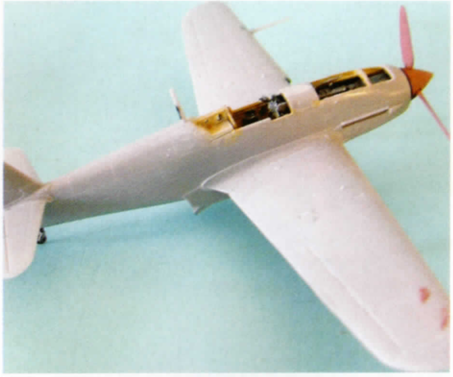
word of warning here - the radiator front (#A16) has a lip, and this must be fitted at the bottom to ensure the parts fit together. It took me some time to work that one out.

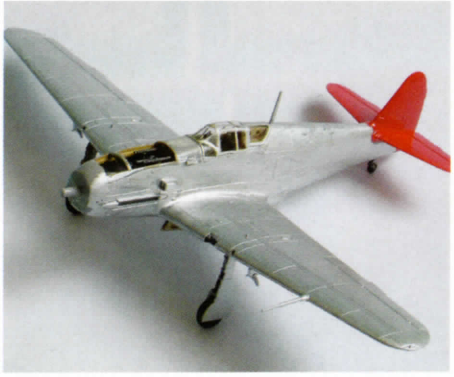
The three-part wings and tailplanes were added with no issues. The undercarriage bays are well detailed, as were the two-part undercarriage and bay doors, and the undercarriage legs are blessed with a sturdy fit to the wings. Fine Molds give the option of underwing fuel tanks, and a special mention must go the two brass cannon barrels, which add a touch of realism, not to mention quality, to the overall feel of the kit.

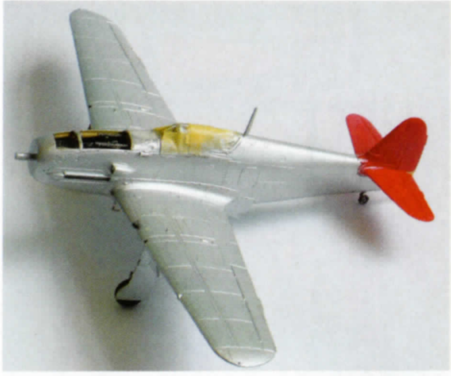
Colour Options

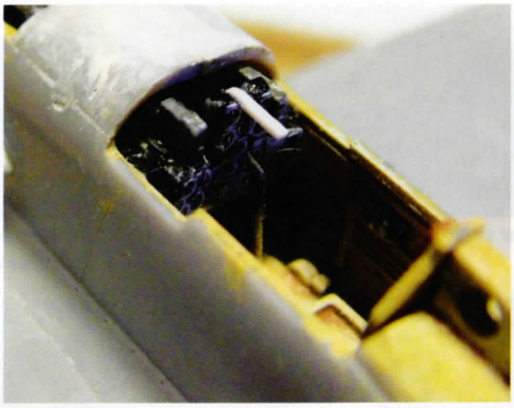
Two schemes are given by Fine Molds, both from the 244th Air Regiment, in 1945. One, flown by Captain F Shono, is in allover aluminium with home defence white panels and a dramatic red flash on the fuselage, with the other being one of the aircraft flown by Teruhiko Kobayashi. This aircraft was used to ram a B-29 over Mt Fuji on the 27th January 1945. Kobayashi parachuted to safety with just a small cut on his nose. This has a colourful finish, being allover aluminium, with green mottling on the upper side, a red tail and blue and white flashes on the fuselage sides.

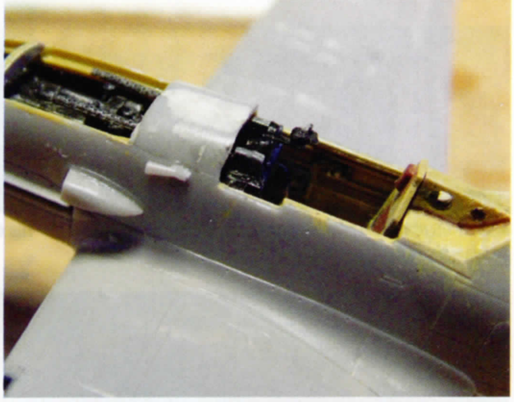
I wanted to depict F Shono's aircraft, so I could


The main airframe finished and ready for painting – and the main event… those decals


Trying to get a good allover aluminium finish by brush was achieved by first painting a base coat with the main colour


Once dry the second coat was 'dry brushed' by scrubbing in the paint. This is hard on the brush but a nice finish is the result


When the gunsight went for a walk, a new one had to be constructed from scrap card


The replacement gunsight fitted. Interior colour is Humbrol #94

show the lovely panel lining on the exterior of the fuselage to best advantage, however the Editor would never forgive me if I didn't tackle Kobayshi's aircraft, and demonstrate the innovative approach to the markings employed by the manufacturer. Here Fine Molds have saved the modeller the grief of trying to reproduce the green mottling by supplying it in a multi-part decal form, a fine idea for those who have yet to master the airbrush, and have had little joy reproducing mottle effects without.

I approached these large decals with some trepidation, but I needn't have worried, as they were a joy to use, being beautifully printed and an accurate fit. Once applied to the surface they could be moved into place with no problem, it just took time, as I found it best to add one section at a time before leaving it to dry overnight. Very little Micro Sol or Set was required in the process, and the only items not covered by the decals are the red tail, the black anti-glare panel and red/brown spinner.

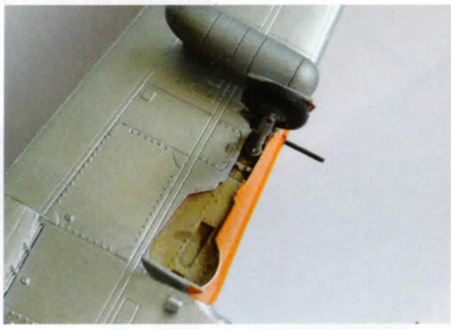
Conclusion

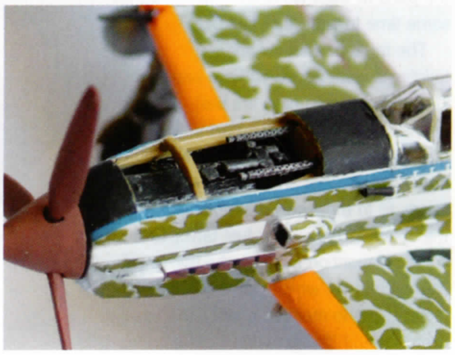
This is an excellent kit, first released in 2003, and it's not aged a day. The mouldings are some of the best you will find in the shops at the moment. It's well designed, being simple to build, with no fit problems or filler needed.

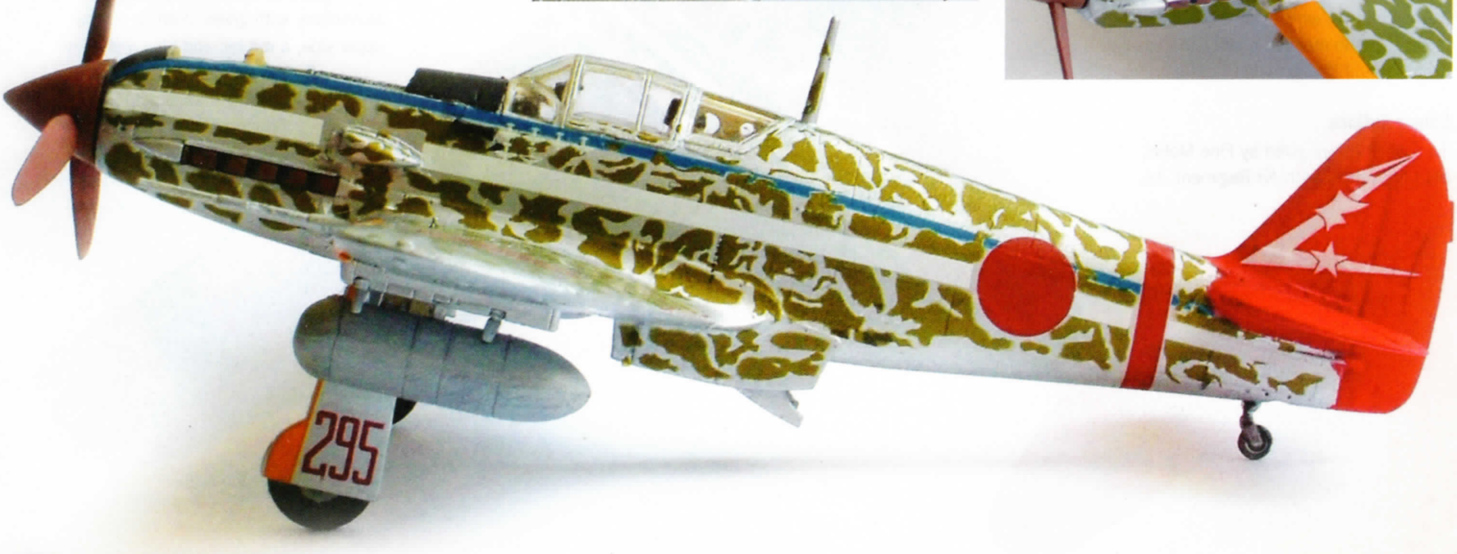
Adding the green mottling in decal form in this scale is such a good idea, I wonder why other manufactures have not followed Fine Molds' example. As I observe the Tony now on the shelf, writing this conclusion, it looks very handsome, and it crosses my mind that if the kit was scaled up to 1/48 there would be little fault to find.

This issue is recommended to all who model Japanese aircraft and to anyone else who wants some quality on the work bench.

● SAMI







Events

JANUARY

■ Sunday 11th

Bolton IPMS 9th Modelling Bonanza

St Joseph's RC High School, Chorley New Road, Horwich, BL6 6HW.10 am – 4.30pm. Contact David Swift on 01204 695375 or email the club at ipms.bolton@btopenworld.com

FEBRUARY

■ Sunday 1st

ModelKraft 2009

will be held at Stantonbury Campus Leisure Centre, Milton Keynes, MK14 6BN, from 10am to 4pm. www.mksmc.co.uk

■ Saturday 14th

Fleet Air Arm Model Show

Fleet Air Arm Museum,Yeovilton Somerset. Doors open at 10.00 and normal Museum admission prices apply. Jon Jefferies 01935 842638

■ Sunday 15th

Huddersfield 2009

Huddersfield Sports Centre, Southgate, Huddersfield. HD1 1TW. Hosted by IPMS Wakefield. Doors open 10.00–17.00. Admission charge: £3.00 and £1.00 concessions. Contact Alan Paul 07811 358355 or Andy Scholefield 07775 641315

■ Sunday 22nd

South Cheshire Militaire

The North-West and Midlands best Universal model show, returns to the Oakley Centre, Crewe. Doors open 10am to 5pm, adults £3.50, children and OAPs, £1.50. phone Phil on 01270 256880 (clubs) or Steve on 07914 763626 (traders). www.southcheshiremilitaire.co.uk, email show@southcheshiremilitaire.co.uk

MARCH

■ Saturday 7th

Flander's Modelling Festival and Contest 2009

will be held at Don Bosco Technical Institute, Salesianenlaan 1, B-2660 Hoboken (Antwerp). Admission is free. For details please contact Eddy Marivoet, Zwanebloemlaan 10, B-2900 Schoten, Belgium, telephone +32(0)495/292.014 (before 8 pm), email eddy.marivoet@versateladsl.be Info and registrations: www.ipms-antwerpen.be

■ Saturday 7th

North Somerset Model Show

at the Locking Castle campus, Weston-Super-Mare. 10.00am to 5.00pm. Traders contact Darren Poyser 01934 516756, clubs contact Jerry Mills 01934 520593 www.finetooth-systems.com/ipmsnorthsomerset/

■ Saturday 14th – Sunday 15th

The Southern Expo 2009

will be held at Harrow lodge Sports Centre in Hornchurch. 10am – 5pm Saturday, 10am – 4pm Sunday southernexpo@tiscali.co.uk http://myweb.tiscali.co.uk/southernexpo

■ Friday 20th – Monday 23rd

IPMS South Africa National Championships 2009

at Air Force Base Swartkops near Pretoria. Home of the SAAF Museum. The championships will be held in the museum hangers amongst the exhibits. For entry details log on to ipmspta.co.za/nats2009 or via the Website ipmssa.org.za

■ Saturday 28th

RepLIcon XXIV

Takes place at Freeport Recreation Center, Freeport New York, USA. Contact Robert DeMaio, LISMS President & Show Chairman taurleo@optonline.net and check www.lisms.org

■ Saturday & Sunday 28th – 29th

14th IPMS Moorsele Model Show

and competition organised by IPMS Moorsele at OC De Neerbeek at Bissegem-Kortrijk, Belgium, from 09.30 untill 17.30. Informations P. Debaere, Wulpendammestraat 15, 8630 Veurne, Belgium Tel. 00 32 58 31 73 58, filsoft@pandora.be

■ Saturday 28th – Sunday 29th

9th IPMS Cyprus Exhibition/Competition

at the SKALI cultural centre, Nicosia. Free entry, open competition. Contact (357)99574535 yiokis@cytanet.com.cy

■ Saturday & Sunday 28th – 29th

IPMS Moorsele 14th Model Show

Model show and competition organised by IPMS Moorsele at OC De Neerbeek at Bissegem-Kortrijk, Belgium, from 09.30 untill 17.30. Informations P. Debaere, Wulpendammestraat 15, 8630 Veurne, Belgium Tel. 00 32 58 31 73 58, filsoft@pandora.be

■ Saturday 29th

RepLIcon XXIV

at Freeport Recreation Center, Freeport New York, USA. Contact: LISMS Website www.lisms.org show; contest and vendor Information, Mr Robert Demaio at taurleo@optonline.net

APRIL

■ Saturday 4th

Abingdon Model Show

Larkmead School, Faringdon Road, Abingdon, Oxfordshire. 10am – 4.30pm. Contact Simon 079208 75480 or Alan 07666 91207

■ Saturday 4th

MOSQUITOCON 2009

Presented by New Jersey IPMS at the Wayne Police Athletic Hall (PAL), Wayne, New Jersey, just off of Rt 23, which is just off of Rt 80. Theme this year is: 'Between the Wars 1919-1939.' Contact Big Bill Schwarz 732-567-3724 (no calls after 9pm) or email tomcatter53@optimum.net. Keep watching our website www.njipms.org for updates

■ Sunday 5th

Shropshire Model Show

RAF Museum Cosford. Contact 01939 270481

■ Saturday 18th

Poole Vikings Annual Show

at Parkstone Grammar School, Sopers Lane, Poole, Dorset. BH17 7EA Commencing at 10.00 am until 4.30 pm. Entrance fees are £2.00 for Adults, £1.00 for Senior Citizens and Children. For further details contact Jez Thomson on (01963) 32385 or email at poolevikings@tiscali.co.uk

MAY

■ Sunday 10th

The 9th Gloucester IPMS Model Show

will be held at Churchdown Community Centre, Parton Road, Churchdown, Gloucestershire, GL3 2JH. 10am – 4.30pm. Contact Alan Firbank 01452 610605 afirbank@aol.com or Jeff Brown 01285 659254 gundylunch@sky.co

■ Saturday 23rd – Sunday 24th

Scale ACT '09

The Harmonie German Club, 49 Jerrabomberra Avenue, Narrabundah, Canberra, Australian Capital Territory (ACT), Australia. This two day modelling event features scale model displays, competitions, traders, a swap 'n sell, and a dinner on the Saturday evening. www.actsms.asn.au Contact Ike Grieve on (+61) 2 6291 1900

OCTOBER

■ Friday & Saturday 16th – 17th

JERSEYCON - IPMS USA Region 2 Convention

Presented by New Jersey IPMS at the Holiday Inn in Runnemede, New Jersey (In South Jersey off the lower exits of the NJ Turnpike). Theme: 'To the Nines -1939-2009.' Contact Big Bill Schwarz 732-567-3724 (no calls after 9pm) or email tomcatter53@optimum.net. Keep watching our website www.njipms.org for updates

MODELKRAFT
2009
DATE 01/02/09
STANTONBURY
LEISURE CENTRE
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MK14 6BN
Scale Model Club
Milton
Keynes
www.mksmc.co.uk

HUDDERSFIELD 2009
The Greatest Model Show In The North
Hosted by The International Plastic Modellers Society

SUNDAY FEBRUARY 15TH 2009
Doors open 10am to 5pm

HUDDERSFIELD SPORTS CENTRE
Southgate, Huddersfield HD1 1TW

Admission charges £3.00 or £1.00 concessions

For further information contact: Alan Paul tel 07811 358355
Andy Scholefield tel 07775 641315

Shropshire Scale Modellers
in association with
IPMS (UK) TELFORD AND ROYAL AIR FORCE museum COSFORD
Present
The
Shropshire Model Show
SUNDAY 5 APRIL 2009

40+ Trade Stands
10 am to 4 pm
70+ Club Displays
Open Competition
Free Admission & Parking
(Park & Ride also available)
Tombola
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Refreshments

For more details contact:-
Gary Stevens
1 Sycamore Cottages
Hordley
Ellesmere
SY12 9BJ
Tel:-01939 270481

This service is offered free to event organisers who wish to give advance notice of their shows. Send information to:
Events, Scale Aviation Modeller,
Media House, 21 Kingsway,
Bedford, MK42 9BJ, UK
Adverts will be run space permitting. Please note, although every care is taken in preparing this section, SAM Publications cannot be liable for any errors and/or omissions.

Books

Wings & Waves

Hands off. This copy is mine. Long, long overdue, not only do we finally have a beautifully illustrated full-colour title documenting and demystifying the missing years of British Naval Aviation, but it is from the source most likely to do it justice! These On Target Specials are superb every time, and for the kind of modeller who likes colours and markings, and will spend endless hours planning the great future unbuilt collections, there is nothing that presents a subject better on the bookshelf today. This book is cover-to-cover colour artwork with extended captions, and is as beautiful as it is practical.

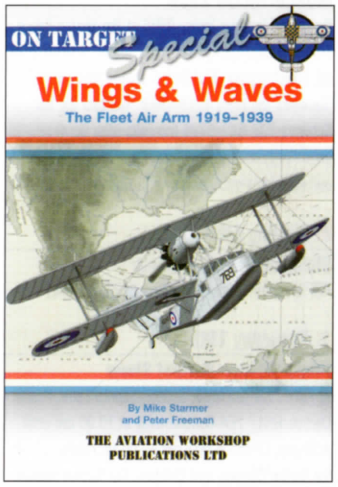
Rhapsody over. If you are not familiar with the format, become so. If ever there was a pressing reason for the Czech model industry to start tooling up for some new kits, this book is it. Look at the colours, look at the weird and wonderful types – the target-carrying Westland Walrus is a marvel! – and let's hope that Wings & Waves will provide the impetus for some new toolings of some of the less celebrated creations of Blackburn, Avro, and Fairey. Recommended.

GH

● SAMI

BOOK

On Target Special
The Fleet Air Arm 1919-1939
Author: Mike Starmer and Peter Freeman
Publisher: The Aviation Workshop
ISBN: 1 904643 20 3
Format: Softback, 72pp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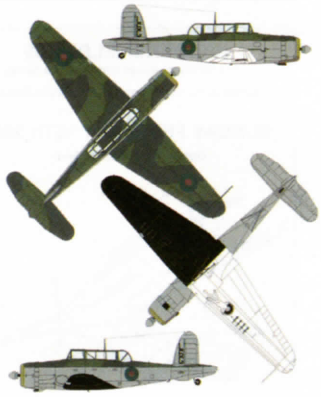
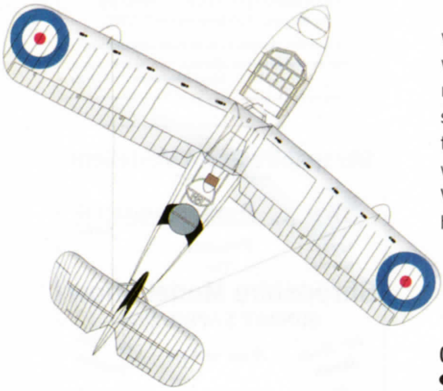
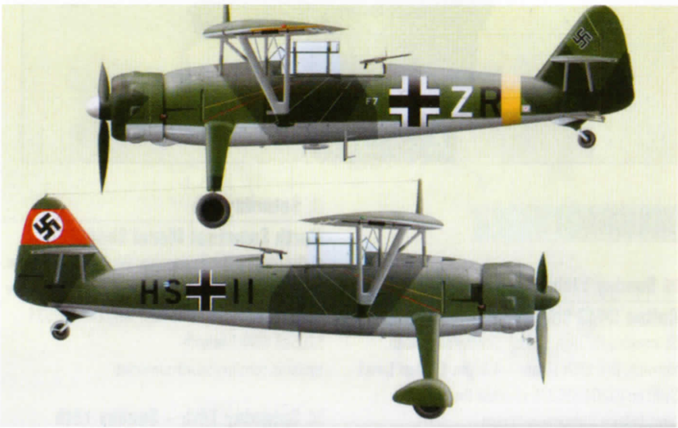






Henschel Hs 126

To date, there hasn't been that much written about Henschel's parasol-winged reconnaissance/spotter, but thanks to the authors and Mushroom Model Publications, all that has changed. The book is absolutely crammed with information.

After a short chapter detailing the history of earlier Henschel designs, the various Hs 126 prototypes are covered, with photographs and side-view 1/72 scale drawings.

The detail section includes a considerable number of workshop manual drawings. Every aspect of the aircraft is noted – fuselage, wing structure, cockpit, undercarriage and engine. All the wartime period photos are b&w, followed by twelve pages of colour photographs of preserved aircraft.

Finally there are the colour profiles, all fifty-one of them. This is an absolute must for anyone building a Hs 126 or interested in Luftwaffe aircraft and is highly recommended.

Neil Robinson

● SAMI

BOOK

Henschel Hs 126
Author: Robert Panek & Robert Peczkowski
ISBN: 978 8389450 40 1
Publisher:Mushroom Model Publications
Format: Softback 208pp

Orange Series
Robert Panek
Robert Peczkowski
Henschel
Hs126
MAXI SIZE
No 8108

A-6 Intruder & Prowler

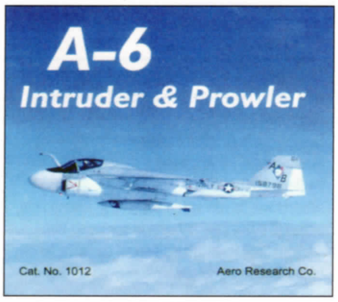
This latest release from Aero Research follows the usual format, and features over 150 images of A-6 variants. Superb reference material, and a definite plus for anyone wanting to get a handle on the unique effects of weathering on maritime aircraft.

Andy Roberts

● SAMI

CD

A-6 Intruder & Prowler
Cat. No: 1012
Produced by: Aero Research
Price: US$11.95 +p&p


A-6
Intruder & Prowler
Cat. No. 1012
Aero Research Co.

Golden Age Airlines

This DVD is loaded with fabulous classic propliner footage from the 1950s. United Airlines Boeing B-337 Stratocruisers, Douglas DC-6s, Convair CV-340s and the first generation of Douglas DC-8s are all featured in the classic airline films presented herein.

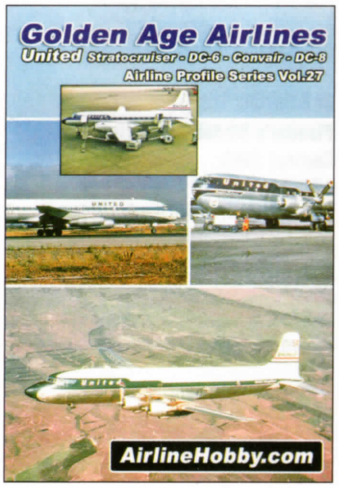
Running time is 84 minutes, and there is some unmissable classic aviation action included, so treat yourself!

Barry Brine

● SAMI

DVD

Airline Profile Series Vol.27
Airline Hobby DVD   Price: US$30.00
www.airlinehobby.com


Golden Age Airlines
United Stratocruiser - DC-6 - Convair - DC-8
Airline Profile Series Vol.27
AirlineHobby.com

Allied Wings

BOOKS

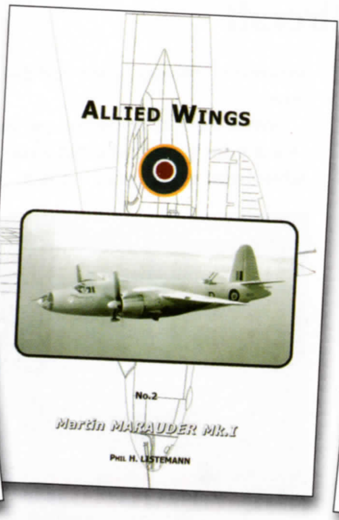
Allied Wings No. 1
Supermarine Spitfire Mk XII
Author: Phil H. Listemann
Publisher: Philedition
ISBN: 978 295263 817 3
Format: Softback 44pp

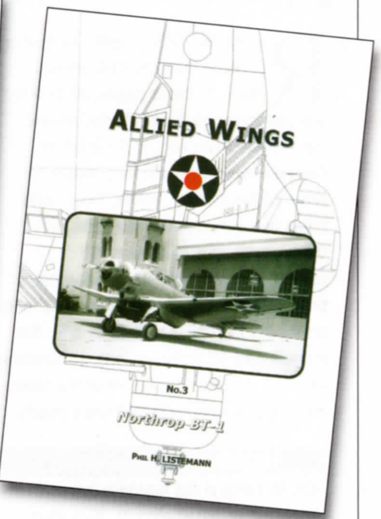
Much beloved of the Group Editor, the success of this variant was satisfactory enough to open a new chapter of the Griffon-engined marks. The full history of this first Griffon engined Spitfire variant is told in 44 pages, with the list of all the claims, the losses and other appendices.

The Allied Wings books highlight and detail a specific chapter of a larger subject matter, or focus on a type of sufficient obscurity that it can be covered completely by one of these superb mini-profiles. Mr. Listemann has been very busy. Let's hope he keeps so.

GH

ALLIED WINGS
No.1
Supermarine SPITFIRE Mk.XII
PHIL H. LISTEMANN





Allied Wings No. 2
Martin Marauder Mk I
Author: Phil H. Listemann
Publisher: Philedition
ISBN: 978 295263 817 3
Format: Softback 58pp

With only 71 aircraft produced the Marauder Mk I equipped No.14 Squadron in the Middle East and was used for two years in the unexpected role of maritime reconnaissance. This book documents thoroughly this fairly obscure chapter in the history of an otherwise well-known aircraft, and goes a long way to solving some of the confusion surrounding the sub-type.

Photographs, profiles, maps and plenty of facts make this a mini-datafile well worth a place on the shelf.

Barry Brine

Allied Wings No. 3
Northrop BT-1
Author: Phil H. Listemann
Publisher: Philedition
ISBN: 978 295263 817 3
Format: Softback 42pp

Having missed WW2 by a whisker, the BT-1 has failed to establish a place in history, which is a shame, as despite its shortcomings, including a deadly spin, the BT-1 led the way to its successor, the SBD Dauntless, which will need little or no introduction here. Like the rest of the series, this is a concise well-considered and essential history of the type. Particularly impressive is the individual aircraft register, detailing histories of all machines.

This is a very useful book, by virtue of its hitherto obscure subject matter, and is highly recommended to all with an eye on the Valom kit, or hoping for a new 1/48 tool in due course. You just know the Czechs are going to do it sooner or later, so buy this book in preparation.

GH

● SAMI

Unmanned Aerial Vehicles

BOOK

Robotic Air Warfare 1917-2007
Author: Steve Zaloga
Publisher: Osprey
ISBN: 9781846032431
Format: Softback, 48 pages
www.ospreypublishing.com

Unmanned aerial vehicles (UAVs) are the most dynamic field of aerospace technology, and have emerged from the shadows only recently, despite having been in use for decades. After some limited use in World War II, UAVs emerged as substitutes for manned reconnaissance aircraft in missions deemed too dangerous to risk an aircrew. This book examines the development of UAV technology and speculates on its future potential. Packed with rare, recently declassified, photographs and detailed full-colour cutaways, this title goes on to investigate the deployment of UAVs, from early Israeli Air Force use to their current role over Iraq and Afghanistan today.

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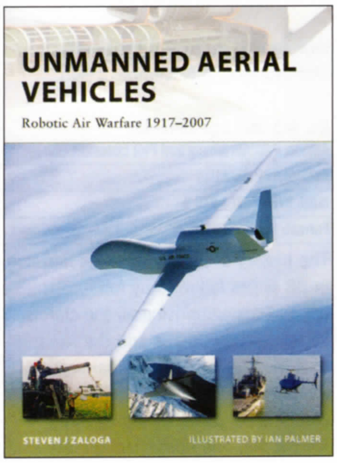
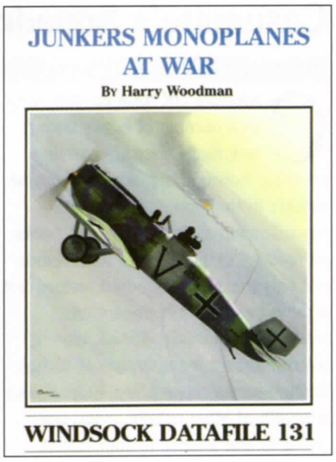


Junkers Monoplanes at War

BOOK

Windsock Datafile 131
Author: Harry Woodman
Publisher: Albatros Productions
ASIN: B001I3CNOO
Format: Softback 36pp

This latest datafile starts with a look at the Junkers prototypes, which ultimately led to the single seat D.Is and two-seat CL.Is, which saw limited service at the end of WW1. Scale profiles by Harry Woodman are provided for the prototypes and as is usual for this series the centre pages consist of scale drawings in 1/72 and 1/48 of the D.I, in both short and long fuselage versions and the CL.I. This volume is the ideal reference for modellers contemplating building any of the Roden Junkers D.Is or the re-released Pegasus/Frieghtdog two seat Junkers CL.I. As you would expect from this source, another excellent book.



Also available is the latest issue of *Windsock Worldwide*, which contains a good mix of articles on full size aircraft as well as reviews of some of the latest releases. Again, if this is your period then you may want to think about treating yourself to a subscription

Tim Upson-Smith

● SAMI

Japanese Military Aircraft

Remember when Peter Fearis used to review dozens of Choroszy resins in these pages, all of inter-war Japanese biplanes? Those reviews used to fascinate me, and I used to marvel at the sheer esoteric nature of some of the subject matter. Now, with these two very accessible books, all those mysterious silver and red machines have come back, only this time as part of a bigger picture, and one presented in such a way as to offer the modeller an attractive potential collection to build. All of a sudden Japanese inter-war naval aviation doesn't seem nearly so obscure – because I have read the book!

Both of them, to be precise, and yes, I know there is a Putnams, but if ever a subject cried out for colour this is it.

BOOK

The Air Force of the Japanese Imperial Navy Carrier-based aircraft, 1922-45 (I)

Author: Eduardo Cea
Publisher: AF Editores
ISBN: 978 8496935 04 4
Format: Softback, 96pp

AIR COLLECTION
Nº 2
JAPANESE MILITARY AIRCRAFT
The Air Force of the JAPANESE IMPERIAL NAVY
Carried-based aircraft, 1922-1945 (I)
A-201
CI-353
Eduardo Cea
AF EDITIONS

BOOK

The Air Force of the Japanese Imperial Navy Carrier-based aircraft, 1922-45 (II)

Author: Eduardo Cea
Publisher: AF Editores
ISBN: 978 8496935 05 1
Format: Softback, 128pp

Both volumes, like the predecessor, are superbly illustrated throughout, and give you a mass of information on aircraft, markings, carrier deployment, and lots and lots of historical notes. The books cover seaplanes on heavy cruisers, as well as regular carrier types, and volume two concludes with far more information on submarine-deployed types than you can imagine.

You will need to learn your way around these books to get the most from them, as indexing is not a strong point, but if you plan to model the subject, these books are superb sources not only of information, but also inspiration.

AIR COLLECTION
Nº 3
JAPANESE MILITARY AIRCRAFT
The Air Force of the JAPANESE IMPERIAL NAVY
Carried-based aircraft, 1922-1945 (II)
V2-10
CI-3
Eduardo Cea
AF EDITIONS

Available in the UK via Casemate, and highly recommended.

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No.310 (Czechoslovak) Squadron
1940-1945
Hurricane, Spitfire

NON MULTI SED MULTA
ROYAL AIR FORCE
312
No.312 (Czechoslovak) Squadron
1940-1945
Hurricane, Spitfire

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ROYAL AIR FORCE
PER ARDUA AD ASTRA
No.457 (R.A.A.F.) Squadron
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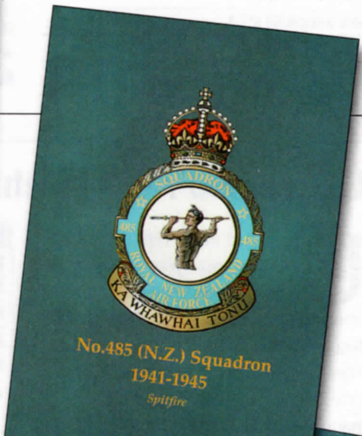
Spitfire


SQUADRON
ROYAL NEW ZEALAND AIR FORCE
KA WHAWHAI TONU
No.485 (N.Z.) Squadron
1941-1945
Spitfire

NIL TIME
501
No.501 (County of Gloucester) Squadron
1939-1945
Hurricane, Spitfire, Tempest

Casemate's Squadron Histories

BOOKS

Casemate UK have passed on to us a number of books from a new range they are carrying covering individual squadrons' wartime records in the kind of detail that modellers eat for breakfast. The books all follow a similar format and include not only the basic squadron history, but a mass of invaluable appendices, including operational diaries, lists of aircraft losses, monthly lists of sorties flown, aircrew biographies, claims, and a wealth of other details. If you are trying to add a story to your model, then these well presented and illustrated books will certainly be of use.

No. 310 (Czechoslovak) Sqn 1940-45

Author: Tomas Polak
Publisher: Philedition
ISBN: 978 295263 815 2
Format: Softback 98pp

310 was among the first of the foreign volunteer squadrons to be formed during the summer of 1940. Almost 170 pilots were either posted, or attached, to this unit including five British, one New Zealander, one Rhodesian and one Pole. This book is a complete history of the squadron.

No. 312 (Czechoslovak) Sqn 1940-45

Author: Tomas Polak
Publisher: Philedition
ISBN: 978 295263 815 2
Format: Softback 98pp

Formed at Duxford in 1940, 312 operated Hurricanes and Spitfires, and took part in the Operation Jubilee raids on Dieppe in 1943. The Squadron was transferred to the Czech Air Force in 1945.

No. 457 (RAAF) Sqn 1941-45

Author: Jim Grant and Phil Listeman
Publisher: Philedition
ISBN: 978 295263 812 8
Format: Softback 90pp

Formed on Spitfires at Baginton in 1941, 457 transferred to Australia, and saw service in the Far East until disbandment in November 1945.

No. 485 (NZ) Sqn 1941-45

Author: Paul Sortehaug and Phil Listeman
Publisher: Philedition
ISBN: 978 295263 810 4
Format: Softback 90pp

The history of the Squadron is narrated in 88 pages followed by full appendices comprising all the claims, losses, awards, maps and the operational diary. In the final section, the pilots' roster gives details of almost 210 pilots, including three Americans, one Australian, eleven British, and two Canadians, who were either posted into or were attached to No.485 Squadron

No. 501 (County of Gloucester) Sqn 1939-45

Author: David Watkins and Phil Listeman
Publisher: Philedition
ISBN: 978 295263 3 5
Format: Softback 138pp

501 dates from 1929, and included several well-known aces during the Second World War, including Ginger Lacey and Robert Dafforn. Disbanded in 1957, the squadron was reformed in the force protection role in 2001 at Brize Norton, with personnel seeing service in Operation Telic.

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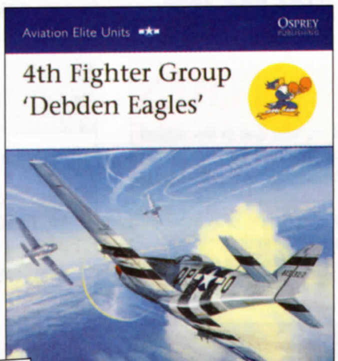
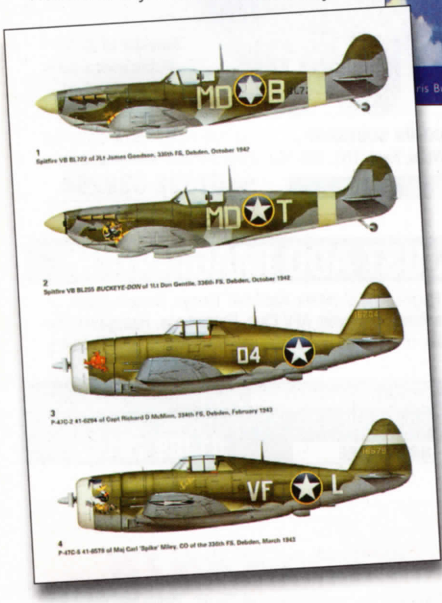
4th Fighter Group 'Debden Eagles'

BOOK

4th Fighter Group 'Debden Eagles'
Publisher: Osprey
Author: Chris Bucholtz
ISBN: 978184603321
Format: Softback, 128 pages
www.ospreypublishing.com



Yet another cracking volume in Osprey's Aviation Elite Units series, this new book looks at the men and machines of the 4th Fighter Group – the famous 'Debden Eagles'. Formed around a nucleus of pilots already seasoned by their experience as volunteers in the RAF's Eagle Squadrons, the 4th Fighter Group was established in England in October 1942. Initially flying Spitfires, the Debden Eagles went on to fly the P-47 and P-51, becoming, in July 1943, the first Eighth Air Force fighter group to penetrate German air space. The group's record of 583 air and 469 ground victories was unmatched in the Eighth Air Force, and produced a cast of characters that included legendary aces Don Blakeslee, Pierce McKennon, 'Kid' Hofer, Duane Beeson, Steve Pisanos and Howard Hively. Involved in the D-Day landings, Operation Market Garden, the Battle of the Bulge and the crossing of the Rhine, the group's achievements came at a high price, with a 42 percent casualty rate. As with the others in the series this book is packed with first-hand accounts, detailed aircraft profiles and full combat histories providing an intriguing insight into the best-known American fighter unit in World War II.



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DVD

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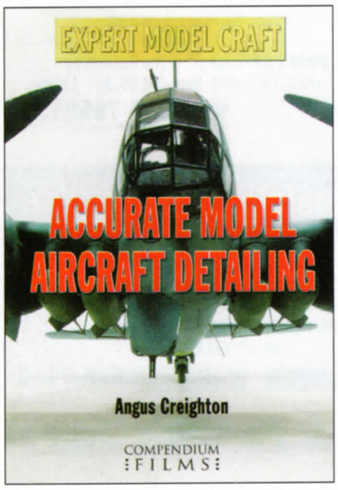

With a main programme of nearly an hour, and an additional section taking the running time up to 90 minutes, this DVD is a valuable aid for those eager to improve their techniques. How better than to watch an expert at work?

Extras include a profile of Angus Creighton, a model panorama, a section on correcting common mistakes and a list of products used or recommended.

Available in the UK from Casemate UK.

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Cross and Cockade Journal 2008

BOOK

Cross and Cockade International Journal
Vol.39, No. 3 2008
ISSN: 1360-9009
www.crossandcockade.com

It seems hard to believe that Cross and Cockade has been around for forty years. For those that don't know C&C is a quarterly magazine produced by the First World War Aviation Historical society which is a non-profit making organisation dedicated to researching and publishing information on all aspects of great war aviation.

This particular issue has a stunning cover painting of a Short 184. Inside you will find articles on no.208 Squadron's Great War history, a photographic record of East Retford Aerodrome (used in home defence), and instructions for camera training, to name a few.

On a sad note this issue prints obituaries for two of aviation's most eminent historians, Chaz Bower and Ray Sturtivant, which acts as a reminder that we cannot take history for granted. From a modellers' point of view there are plenty of rare high quality photographs (most which are new to me) from which to seek inspiration and I was particularly interested in the D.H.1 photos featured. The back cover contains five beautiful colour side profiles of Sopwith Camels which provides further inspiration if any is still needed.

CROSS & COCKADE INTERNATIONAL JOURNAL
THE FIRST WORLD WAR AVIATION HISTORICAL SOCIETY
VOL.39 NO.3 2008

All in all a fine issue, which provides excellent value for money and provides much new and detailed information for anybody interested in early aviation.

Dave Hooper

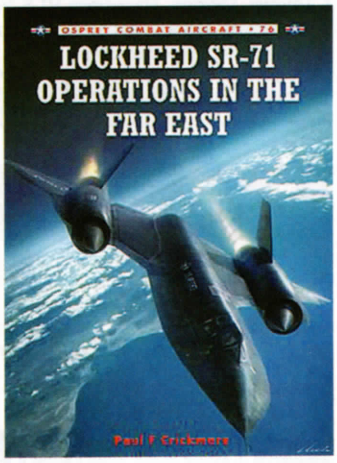
● SAMI

Lockheed SR-71

BOOK

Lockheed SR-71 Operations in the Far East
Publisher: Osprey
Author: Paul F Crickmore
ISBN: 9781846033193
Format: Softback, 96 pages
www.ospreypublishing.com

For anyone with an interest in the shadowy world of the Blackbird this is a must-have volume from the pen of SR-71 expert Paul F Crickmore. Here we have a fascinating and absorbing account of SR-71 and A-12 operations as told by the men who undertook the missions. The A-12 section is particularly interesting as is the section on the 'Mother and Daughter' drone flights - heady 'boys-own' stuff. You are taken on an awesome ride with the tri-sonic hotrod from its initial war deployment on March 9, 1968, where it flew its first operational sortie over North Vietnam just 12 days later, to Cold War recce and Gulf War intel gathering.


OSPREY COMBAT AIRCRAFT • 76
LOCKHEED SR-71 OPERATIONS IN THE FAR EAST
Paul F Crickmore

The SR-71 roamed freely across the skies of the world, capturing photographic, radar and electronic intelligence, and being targeted by a few SAM sites en-route! This book examines the impact this aircraft had, not only on North Vietnam but during the Cold War as a whole, gathering information about the Soviet nuclear submarine fleet based in Vladivostok as well as the port's defenses, monitoring the actions of North Korea and flying four 11-hour, non-stop sorties into the Persian Gulf during the Iran-Iraq War in the late 1980s. An excellent book and totally recommended.

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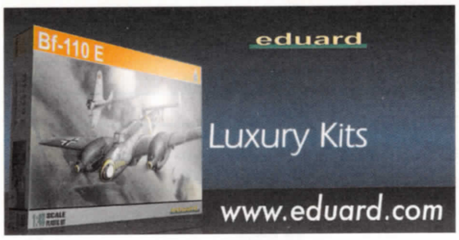

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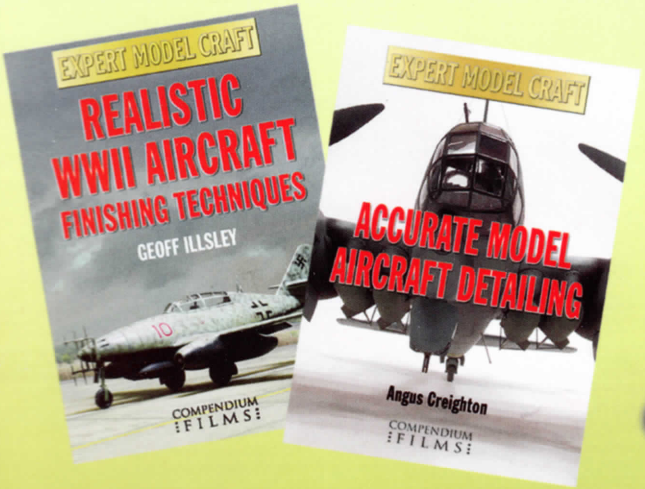

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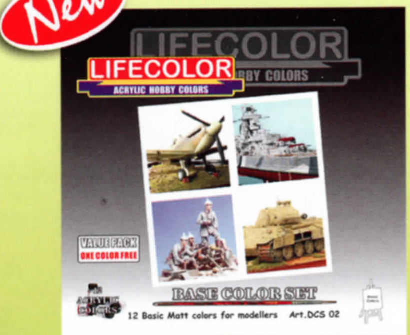

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